



Transportation Improvement Board
September 16-17, 2004 – Grandview, Washington
Meeting Location: Grandview Senior Center
401 W. 2nd Street, Grandview, WA 98930
509-882-9230
Lodging Location: Best Western Prosser Inn
225 Merlot Drive, Prosser, WA 99350
509-786-7090

September 16, 2004
WORK SESSION AGENDA

WORK SESSION

Page

Program & Policy Issues/General Matters

2:00 PM	A. Spokane SR-290 RJT Final Finding	Bob Moorhead	48
2:15 PM	B. Graduated Match for TPP	Steve Gorcester	52
2:45 PM	C. Small City Assessment Team Discussion	Steve Gorcester	1
3:30 PM	D. Corridor Program Discussion	Steve Gorcester	4
3:45 PM	E. 2005-07 Appropriation Request	Rich Struna	5
4:00 PM	F. Performance Measures	Rich Struna	Dist. at mtg
4:15 PM	G. Update on IRS Travel Ruling	Rich Struna	8
4:45 PM	H. Executive Director Evaluation Procedures	Chair Ganley	9
6:00 PM	Depart for Dinner at Terra Blanca		



Transportation Improvement Board
September 16-17, 2004 – Grandview, Washington
Meeting Location: Grandview Senior Center
401 W. 2nd Street, Grandview, WA 98930
509-882-9230
Lodging Location: Best Western Prosser Inn
225 Merlot Drive, Prosser, WA 99350
509-786-7090

September 17, 2004 – 9:00 AM
BOARD AGENDA

		Page
1.	CALL TO ORDER	Chair Ganley
2.	WAC Presentation/Public Hearing	Chair Ganley 10
	a. WAC 479-12-430– Apportionment of funds to PSMP regions	
	b. WAC 479-14-130– Apportionment of funds to TPP regions	
	c. WAC 479-12-130– Apportionment of funds to AIP regions	
4.	ACTION ON PUBLIC HEARING	Chair Ganley
5.	GENERAL MATTERS	
	A. Approval of July 23, 2004 Minutes	Chair Ganley 13
	B. Communications	Steve Gorcester
	1. 172 nd Street bridge is a go - <i>HeraldNet</i>	17
	2. State transportation board OKs Smokey Point money - <i>Seattle Times</i>	18
	3. Harbour Reach extension on horizon - <i>Mukilteo Beacon</i>	19
	4. City pushes ahead with riverfront road plan - <i>The Wenatchee World</i>	21
	5. Study sheds more light on businesses along couplet - <i>Spokesman Review</i>	23
	6. Clear sailing on State Avenue - <i>HeraldNet</i>	25
	7. It's a rough road for Yakima streets - <i>Yakima-Herald.com</i>	26
	8. Improved state of affairs for road - <i>Seattle Times</i>	29
	9. Community celebrates 172 nd groundbreaking - <i>The Arlington Times</i>	31
	10. Dedication ceremony tinged with political tension - <i>Skagit Valley Herald</i>	34
	11. Kudos to Chamber for Main St. festival - <i>Ferndale Record-Journal</i>	36
6.	LOCAL PRESENTATIONS	Omar Mehyar
7.	NON-ACTION ITEMS	
	A. Chair's Report to the Board	Chair Ganley
	B. Executive Director's Report	Steve Gorcester
	C. Financial Status	Rich Struna 37
	D. Project Activity Report (7/1/04-8/30/04)	Steve Gorcester 40
8.	ACTION ITEMS	
	A. Spokane SR-290 RJT Request	Bob Moorhead 48
	B. Graduated Match for TPP	Steve Gorcester 52
9.	FUTURE MEETINGS	
	November 18-19, 2004 – SeaTac	
	January 27-28, 2005 – Bremerton	
	March 24-25, 2005 – Lacey	
	May 19-20, 2005 – Walla Walla	
10.	ADJOURNMENT	



Small City Assessment Report

September 17, 2004

BACKGROUND

Currently small cities compete for TIB funding through a grant application process focused on individual projects. This traditional grant process has worked relatively well for urban customers, but program performance data and the continuing deterioration of infrastructure both suggest that small cities need an improved program delivery. Problems associated with the applications-grant delivery approach for small cities are as follows:

- ❖ Project awards are too dependent upon local agency staff availability and ability. Small cities may have a professional public works director or just the mayor and council members applying for grants.
- ❖ Individual project grants are too small and infrequent to keep the city's arterial system at an acceptable level of service and condition.
- ❖ Gaps in the street and sidewalk system may not be addressed because the segment has not yet or will never be competitive for funding under the selection criteria.
- ❖ Small city projects are sometimes limited to artificially small phases due to arbitrary limits on project size.
- ❖ Opportunities for scale economies are lost even though the potential for cost and time savings is very high because of two common small city project features, remote location and small project size, which can have a big influence on construction cost.
- ❖ Project implementation schedule is determined almost solely by the grant schedule rather than optimizing the phasing and timing to obtain the best product for the best price.

To address these concerns, a menu driven approach to a small city's transportation system is proposed. A means to attain a comprehensive package of improvements for a small city is the Small City Assessment team. The purpose of the assessment team is to establish a recommended slate of high priority transportation improvements that may qualify for funding as a package.

Description of the Small City Assessment (SCA) Process:

1. A SCA team is developed for a small city and is typically comprised of representatives from TIB, the local agency, WSDOT, and Community Trade & Economic Development (CTED). The need for an assessment in a small city is determined on a case by case basis.
2. The SCA team conducts a site visit and assesses all the arterial needs in the small city.
3. An SCA report is developed from the team input and site visit. A draft report is sent to all team members within 30 days of site visit for review and comment. The final report is distributed with a priority listing of projects within 60 days of the site visit.

STATUS

On August 23, 2004, the first SCA team completed a site visit in South Bend. The team consisted of representatives from TIB, the City of South Bend, WSDOT Local Programs, CTED, Pacific County EDC, and the South Bend Revitalization Team. An assessment report for South Bend is currently in development. Initial results indicate that the process worked well in identifying and prioritizing needs. Ultimately, the value of the assessment approach will depend more upon whether it helps achieve implementation of the high priority projects.

QUESTIONS FOR DISCUSSION

1. Should TIB Small City programs be customized to the city's needs and priorities?
2. What factors should be considered in selecting an agency for an assessment?

3. Funding

- a. How much seems reasonable to expend in one city in a funding cycle?
- b. Annual limit? Multi-year options? TIB funding limit?

4. Local Matching Funds

- a. How important should match be in developing a slate of projects? More important than cost savings?
- b. Should city revenue level be considered in determining TIB funding?



Urban Corridor Program September 17, 2004

In the 2005 legislative session, TIB will request additional funding for the completion of major urban arterial corridors. Preference will be given to those projects that provide complete corridor-wide improvements that have local and private financial support, connect developing centers and are ready for construction. TIB will manage the state's arterial corridor investment over the life of the improvement rather than just one small segment at a time. Through this approach, TIB expects to attract more local, federal and private funding while delivering the completed project more quickly and with lower inflationary cost. Following are examples of potential corridors that could be completed:

Examples of Projects that could be funded by the Urban Corridor Completion Program	Number of Remaining Segments*	Estimated Costs*
Clark County – Andresen Road	2	\$15 million
Kent - 228 th Street	2	\$50 million
King Co. - SR 99	2	\$30 million
Spokane/Spokane Co. – Bigelow Gulch/Forker Road	3	\$20 million
Pierce County – Canyon Road Corridor		
Vancouver – 18 th Street	6	\$70 million

*Information provided by the local agency

Benefits:

- For each ½ cent of additional revenue dedicated to this new program, about \$15 million will be available annually to provide on-going funding for these major arterial corridor projects
- Targets those projects that complete existing multi-phased investments
- Funds larger projects that require \$5 million to \$15 million over five to seven years and will complete one to two miles of arterial improvements

Discussion:

1. What are the advantages and disadvantages of making systematic corridor investments? Do the advantages outweigh the disadvantages?
2. Is there an increased level of risk associated with this concept? How can the risk be mitigated without sacrificing the potential benefits of the program?
3. What are the types of thresholds that can be used to identify a corridor?
4. Should corridors be prioritized through a competitive solicitation or pre-qualification?

Washington State
Transportation Improvement Board
 2005-07 Appropriation Request

Appropriation Comparison	03-05 Appropriation Request	05-07 Appropriation Request	Percent Change
Urban Arterial Trust Account	99,201,000	104,605,000	5.4
Transportation Improvement Account	98,215,000	101,589,000	3.4
Operating Expenses	3,249,000	3,246,760	-0.1
TOTAL	200,665,000	209,440,760	

2005-07
Appropriation Request

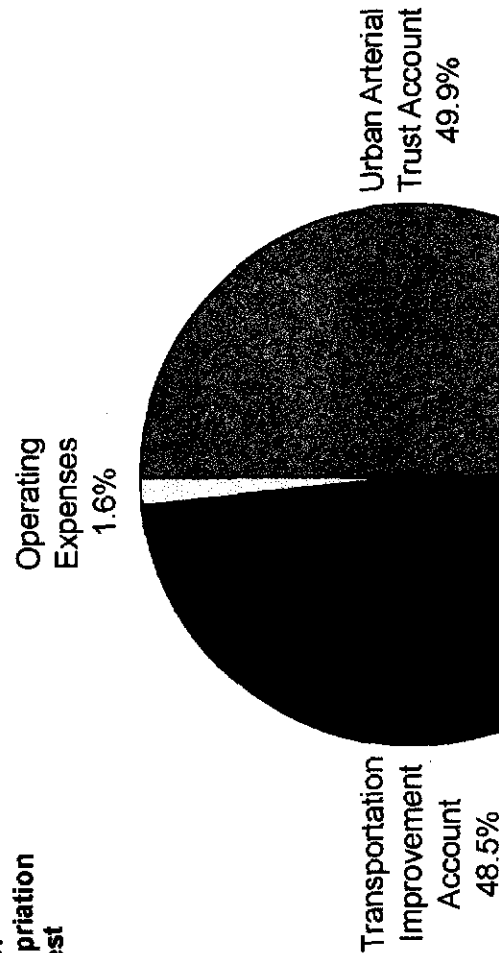
Urban Arterial Trust Account

1. Program Undermun of \$2.6 million
2. Bond Debt Service reduced by \$2.9 million
3. Account provides \$1.6 million for operations

Transportation Improvement Account

1. Program Undermun of \$6.5 million
2. Bond expenditure undermun of \$13.5 million
3. Bond Debt Service increases by \$0.7 million
4. Account provides \$1.6 million for operations

**2005-07
Appropriation
Request**



Transportation Improvement Account - 144

	2003-2005 Budget	Supp. & adj.	2003-2005 Total	2005-2007 Total	2007-2008 Total	2009-2011 Total	2011-2013 Total	2013-2015 Total
Beginning Fund Balance	12,596		12,596	11,518				
Convert to Cash	-4,793		-4,812					
Cash Balance	7,803		7,784					
Revenues								
Motor Vehicle Fuel Tax (5.6739% of 23 cents)	84,845	0	84,845	89,967	94,836	98,716	102,025	105,254
Interest Income	400	0	400	400	200	200	200	200
Bond Proceeds	23,955	0	23,955	14,143	0	0	0	0
Bond Proceeds (Underrun)	0	-13,528	-13,528	0	0	0	0	0
Miscellaneous Revenue	0	0	0	0	0	0	0	0
Operating Transfer In	0	0	0	0	0	0	0	0
Operating Transfer Out	0	0	0	0	0	0	0	0
Bond Debt Service (existing)	-15,558	3,512	-12,046	-12,698	-13,011	-12,960	-12,925	-12,889
Bond Sale Expense - STO (2003 c 360 s 4002)	-5	-21	-26	-13	0	0	0	0
Bond Sale Discount - STO (2003 c 360 s 401)	-240	162	-78	-105	0	0	0	0
Total Revenues	93,397	-9,875	83,522	91,694	82,025	85,955	89,300	92,566
Expenditures								
Salaries and Expenses	1,622	-50	1,572	1,623	1,672	1,722	1,774	1,827
Employee Health Benefits	0	11	11	0	0	0	0	0
Contributions to Retirement	0	-10	-10	0	0	0	0	0
TIA Operating (2003 c 360 s 230)	1,622	-49	1,573	1,623	1,672	1,722	1,774	1,827
Transportation Partnership Program	74,260	0	74,260	87,446	80,353	84,233	87,526	90,739
Transportation Partnership Program (Bonds)	23,955	0	23,955	14,143	0	0	0	0
TIA Capital Total	98,215	0	98,215	101,589	80,353	84,233	87,526	90,739
TIA Program Expenditures - Underruns	0	-6,473	-6,473	0	0	0	0	0
TIA Bonds Capital Underruns	0	-13,528	-13,528	0	0	0	0	0
Total Expenditures	99,837	-20,050	79,787	103,212	82,025	85,955	89,300	92,566
Ending Fund Balance	1,363		11,518	0	0	0	0	0

Assumptions:

Urban Arterial Trust Account - 112

	2003-2005 Budget	Supp. & adj.	2003-2005 Total	2005-2007 Total	2007-2009 Total	2009-2011 Total	2011-2013 Total	2013-2015 Total
Beginning Fund Balance	17,300		17,300	2,714				0
Convert to Cash	-10,108		-10,108					
Cash Balance	7,192		7,192		0	0	0	0
Revenues								
Motor Vehicle Fuel Tax (7.5597% of 23 cents)	114,644	0	114,644	121,565	128,144	133,386	137,858	142,221
Interest Income	200	10	210	200	200	200	200	200
Bond Proceeds	0	0	0	0	0	0	0	0
Bond Proceeds (Underrun)	0	0	0	0	0	0	0	0
Miscellaneous Revenue	0	0	0	0	0	0	0	0
Operating Transfer In	0	0	0	0	0	0	0	0
Operating Transfer Out	0	0	0	0	0	0	0	0
Bond Debt Service (existing)	-21,163	0	-21,163	-18,250	-13,379	-7,755	-2,748	-2,757
Bond Sale Expense - STO (2003 c 360 s 4002)	0	0	0	0	0	0	0	0
Bond Sale Discount - STO (2003 c 360 s 401)	0	0	0	0	0	0	0	0
Distribution of Excess CHAP Revenue	0	0	0	0	0	0	0	0
Total Revenues	93,681	10	93,691	103,515	114,965	125,831	135,309	139,664
Expenditures								
Salaries and Expenses	1,613	-50	1,563	1,623	1,672	1,722	1,774	1,827
Employee Health Benefits	0	11	11	0	0	0	0	0
Contributions to Retirement	0	-10	-10	0	0	0	0	0
UATA Operating (2003 c 360 s 230)	1,613	-49	1,564	1,623	1,672	1,722	1,774	1,827
Arterial Improvement Program	79,737	0	79,737	81,296	87,527	97,302	104,887	109,188
Small City Program	12,797	0	12,797	16,599	18,442	18,808	20,035	20,035
Pedestrian Safety and Mobility Program	5,167	0	5,167	5,201	5,676	6,199	6,676	6,676
City Hardship Assistance Program	1,500	0	1,500	1,510	1,648	1,800	1,938	1,938
UATA Capital Total	99,201	0	99,201	104,605	113,293	124,109	133,536	137,837
UATA Program Expenditures - Underruns	0	0	-2,596	0	0	0	0	0
UATA Bonds Capital Underruns	0	0	0	0	0	0	0	0
Total Expenditures	100,814	-49	98,169	106,228	114,965	125,831	135,310	139,664
Ending Fund Balance	59		2,714	0	0	0	0	0

Assumptions:

Existing Non-accountable Plan

Requirements:

To receive per diem, all that is necessary is to attend a portion of the meeting

Travel Status	9/16	9/17
Yes	Per Diem - \$86 Portion taxable	Per Diem - \$86 Portion taxable
No	Per Diem - \$86 All taxable	Per Diem - \$86 All taxable

RCW 47.26.130 Transportation improvement board -- Travel expenses.

Members of the transportation improvement board shall receive no compensation for their services on the board, but shall be reimbursed for travel expenses incurred while attending meetings of the board or while engaged on other business of the board when authorized by the board in accordance with RCW 43.03.050 and 43.03.060 as now existing or hereafter amended

Accountable Plan

Requirements:

- ✓ Three hour travel rule
- ✓ 50 mile rule
- ✓ In travel status during meal periods
- ✓ Not taxed if an overnight stay is included

Travel Status	9/16	9/17
Yes	Breakfast - \$8 Lunch - \$9 Dinner - \$14 Lodging - \$55	Breakfast - \$8 Lunch - \$9 Dinner - \$14 Lodging - \$55
No	\$0	\$0



Executive Director Evaluation September 17, 2004

BACKGROUND

At the July Board Meeting in Spokane Valley, Board Members raised questions regarding the process of evaluating the Executive Director. The Board had concerns with the question evaluating the Executive Director's management and supervision of staff. The Board requested additional information on what other agencies are doing in this area.

To gather information from other agencies, staff sent an e-mail to the state's Executive Assistant's Group. The e-mail requested information on the process other agencies used to evaluate their director and what role staff played in the evaluation. Fourteen responses were received. Approximately half of the responses indicated a performance evaluation of their Executive Director was completed on a regular schedule. The schedule varied between annually and biennially. Biennial evaluations were most commonly tied to legislative and budgetary goals. In response to the role played by staff in evaluating the Executive Director, only two agencies included an evaluation by staff. In both of these agencies, a Board member dealt with staff participation in the evaluation to ensure anonymity.

Information from these responses was discussed with the Chair and Vice-Chair. From these discussions, the following two proposals were developed for consideration by the full Board.

Board Member Proposal No. 1	Board Member Proposal No. 2
<ul style="list-style-type: none">• Executive Director develops a report detailing accomplishments• Evaluated once a biennium• Evaluation based entirely on Board developed goals• Evaluated by the full Board• Chair or other designee (appointed by Chair) is responsible for tabulating evaluation results	<ul style="list-style-type: none">• Executive Director develops a report detailing accomplishments• Evaluated once a biennium; more often if necessary for salary increases, etc.• Evaluated by the Executive Committee with results presented to the full Board• Staff evaluations and/or customer surveys included in review by Executive Committee• Evaluated based on goals and existing evaluation form• Chair or other designee (appointed by Chair) is responsible for tabulating evaluation results

RECOMMENDATION

Defer to the Board

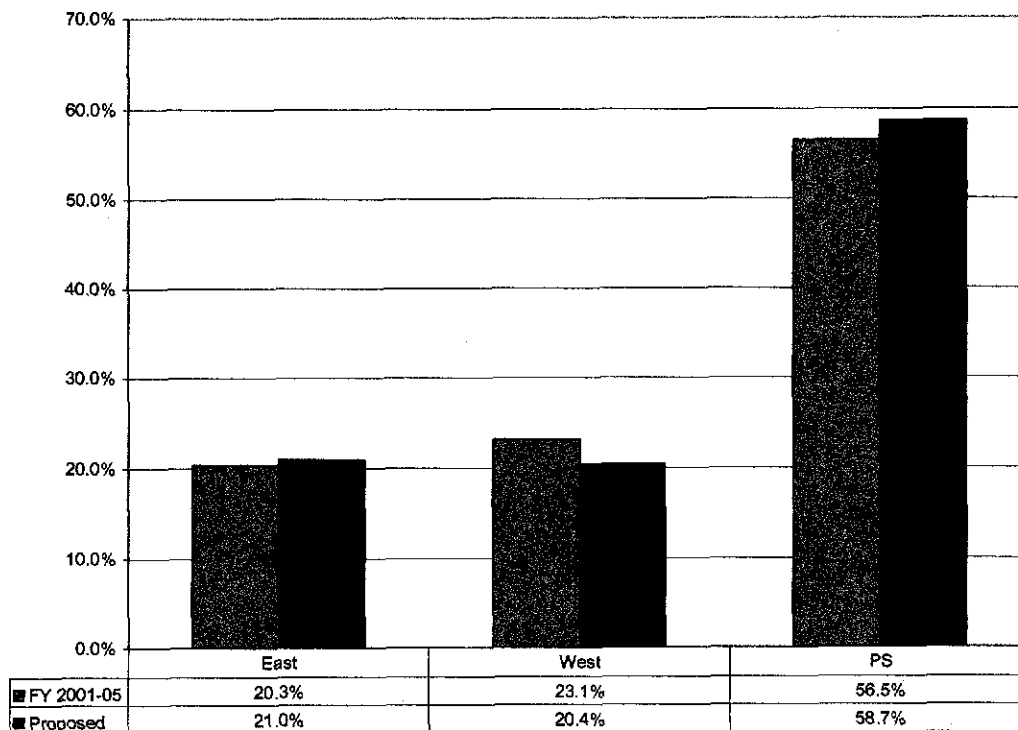


WAC Hearing September 17, 2004

Through an ongoing process improvement effort, TIB staff have identified a change to how funds are allocated that streamlines and simplifies current operational practices. This improvement, reviewed by the Board at past meetings, requires changes to Washington Administrative Code (WAC).

Summary of Proposed Change

Currently, the TIB uses different allocation methodologies when distributing funds in its three urban programs. Through surveys and customer outreach, the TIB staff have developed a standardized allocation methodology using population and functionally classified roadway miles. In addition to standardizing the allocation methodology, the proposed WAC changes would allow the Board to adjust a region's allocation by up to five percent to fully fund a project. Every five years regional allocations will be reviewed to compensate for changes in project participation and prior fund series adjustments. The following chart illustrates the effects of adopting the proposed allocation methodology:





PROPOSED RULE MAKING

CR-102 (June 2004)

(Implements RCW 34.05.320)

Do NOT use for expedited rule making

Agency: Transportation Improvement Board

- ☒ Preproposal Statement of Inquiry was filed as WSR 04-12-064 ; or
☐ Expedited Rule Making--Proposed notice was filed as WSR _____; or
☐ Proposal is exempt under RCW 34.05.310(4).

- ☒ Original Notice
☐ Supplemental Notice to WSR _____
☐ Continuance of WSR _____

Title of rule and other identifying information: (Describe Subject) Modifying the methodology used when allocating funds in the Arterial Improvement Program, Pedestrian Safety and Mobility Program, and the Transportation Partnership Program.

Hearing location(s):

The Senior Center
401 W. 2nd Street
Grandview, WA
(509) 882-9230

Date: September 17, 2004 Time: 9:00 am**Submit written comments to:**

Name: Stevan Gorcester, Executive Director

Address: PO Box 40901

Olympia, WA 98504-0901

e-mail SteveG@tib.wa.govfax (360) 586-1165 by (date) September 9, 2004**Assistance for persons with disabilities:** ContactEileen Bushman by September 9, 2004

(360) 586-1146

Date of intended adoption: September 17, 2004

(Note: This is NOT the effective date)

Purpose of the proposal and its anticipated effects, including any changes in existing rules: Through surveys and customer comments, the Transportation Improvement Board (TIB) has identified several changes to the management of its programs. Streamlining the allocation methodology allows local agency customers to better understand how the TIB funds are allocated. The new methodology was developed in consultation with local agency representatives and does not significantly change the net distribution to the regions. The distribution will be based on population and functionally classified lane miles within the urban area of the region. A third factor, the needs factor, will no longer be included in the calculation that determines the distribution to regions in the Arterial Improvement Program. Removes fixed distribution factors from the Pedestrian Safety and Mobility Program and the Transportation Partnership Program for a methodology based on population and functionally classified lane miles.

Makes changes to:

WAC 479-12-130 - Apportionment of funds to arterial improvement program regions.

WAC 479-12-430 - Apportionment of funds to pedestrian safety and mobility program regions.

WAC 479-14-130 - Apportionment of funds to transportation partnership program regions.

Reasons supporting proposal: Simplification and streamlining the existing distribution process makes it easier for customers to understand how funds are distributed.

Statutory authority for adoption: RCW 47.26**Statute being implemented:****Is rule necessary because of a:**

Federal Law?

☐ Yes ☒ No

Federal Court Decision?

☐ Yes ☒ No

State Court Decision?

☐ Yes ☒ No

If yes, CITATION:

CODE REVISER USE ONLY**DATE**

July 16, 2004

NAME (type or print)

Richard Struna

SIGNATURE**TITLE**

Financial Officer

Agency comments or recommendations, if any, as to statutory language, implementation, enforcement, and fiscal matters:

Name of proponent: (person or organization)

Washington State Transportation Improvement Board

☐ Private
☐ Public
☒ Governmental

Name of agency personnel responsible for:

Name	Office Location	Phone
Drafting..... Richard Struna	505 Union Ave. SE, Suite 350, Olympia, WA 98501-1428	(360) 586-1155
Implementation..... Richard Struna	505 Union Ave. SE, Suite 350, Olympia, WA 98501-1428	(360) 586-1155
Enforcement..... Stevan Gorcester	505 Union Ave. SE, Suite 350, Olympia, WA 98501-1428	(360) 586-1139

Has a small business economic impact statement been prepared under chapter 19.85 RCW?

☐ Yes. Attach copy of small business economic impact statement.

A copy of the statement may be obtained by contacting:

Name:

Address:

phone () _____

fax () _____

e-mail _____

☒ No. Explain why no statement was prepared.

Customers are local government entities.

Is a cost-benefit analysis required under RCW 34.05.328?

☐ Yes A preliminary cost-benefit analysis may be obtained by contacting:

Name:

Address:

phone () _____

fax () _____

e-mail _____

☒ No: Please explain: Not required under RCW 34.05.328 (5).

**Transportation Improvement Board
July 23, 2004
Oxford Suites
Spokane Valley, Washington**

MINUTES

PRESENT

TIB BOARD MEMBERS

Councilmember Bill Ganley, Chair
Commissioner Leo Bowman, Vice Chair
Mr. John Akers
Councilmember Jeanne Burbidge
Mr. George Cress
Ms. Kathleen Davis
Councilmember Neil McClure

Mr. Dick McKinley
Mr. Dave Nelson
Mr. Dave O'Connell
Commissioner Mike Shelton
Mr. David Stalheim
Mr. Arnold Tomac
Ms. Kim Zentz

TIB STAFF

Steve Gorcester
Rich Struna
Omar Mehyar
Bob Moorhead
Gloria Bennett
Eileen Bushman/recorder

TIB BOARD MEMBERS NOT PRESENT

Ms. Bonnie Berk Mr. Jay Weber
Ms. Paula Hammond Mr. Theo Yu
Councilmember Rob McKenna

CALL TO ORDER

Chair Ganley called the meeting to order at 9:00 AM. He introduced and welcomed the newest Board member, David Stalheim from the City of Wenatchee.

GENERAL MATTERS

A. Approval of May 21, 2004 Minutes

MOTION: It was moved by Mr. McKinley with a second by Mr. McClure to approve the minutes of the May 21, 2004 Board meeting as printed. Motion carried unanimously.

B. Communications – Steve Gorcester referred the Board to the communications section in the Board packet, specifically noting several articles regarding the progress on funding the I-5/172nd Street interchange project in Arlington.

LOCAL PRESENTATIONS

The following people provided PowerPoint presentations about current TIB projects in their area:

- Roger Flint, City of Spokane – Monroe Street Bridge
- Neil Kersten and Steve Worley, City of Spokane Valley – Sprague/Appleyway Couplet
- Doug Smith, City of Liberty Lake – I-90 Harvard Rd Interchange Pedestrian Bridge

Liberty Lake Mayor Steve Peterson thanked the TIB for their support on the Harvard Road project.

Dr. Phillip L. Rudy of Spokane Valley owns a business at 720 S. Argonna, is a Board member of the Spokane Valley Business Association (SVBA), and is the chair of the SVBA's Sprague Avenue Committee. This group does not share the same view of the Sprague/Appleyway couplet project's benefits as the survey reported by the City of Spokane Valley. An SVBA study of the couplet has been completed, and Dr. Rudy will share that report with the City of Spokane Valley.

NON-ACTION ITEMS

A. Chair's Report to the Board

Chair Ganley introduced Transportation Commissioner Michele Maher and welcomed her as a guest at the Board meeting.

Chair Ganley reported that he and Commissioner Bowman were re-appointed by the Secretary of Transportation for an additional 4-year term on the Board.

B. Executive Director's Report

City of Republic – Steve Gorcester shared photos of the completed paving of Clark Street in the City of Republic. He met with the city earlier and reported that the local businesses were able to take advantage of the paving by purchasing asphalt at a lower cost to pave their parking lots.

The Big Seven – Steve Gorcester reported on managing what he terms “the big seven” customers. These seven agencies represent \$150 million in outstanding obligations and require close monitoring due of the possible financial impact if the projects all progress simultaneously. The TIB staff worked closely with these agencies to schedule and prepare for high cash flow demand. The “big seven” include:

- Seattle
- King County
- Tacoma
- Pierce County
- Vancouver
- Clark County
- Spokane County

Project Events – The following project events were highlighted:

Upcoming Events

- August 13, 9:00 AM – Marysville, State Avenue ribbon cutting
- September 10, 2:00 PM – Republic Newstreets ribbon cutting

Recent Events

- Clark County – Highway 99 Alignment (groundbreaking)
- City of Camas – NW Lake Road/SE First Street (groundbreaking)
- Town of La Conner – Morris Street (ribbon cutting)
- City of Sequim – Downtown Revitalization (ribbon cutting)
- City of Normandy Park – First Avenue South (ribbon cutting)
- City of Kent – 228th Corridor (groundbreaking)

C. Delayed Projects Report

Steve Gorcester referred the Board to the report noting twelve projects on the “Delayed Projects List” this year. The lead agencies for these projects will be sent letters asking for an explanation for the delay. King County has several delayed projects due to a loss of funding from the repealed license fee of I-776. The Board will receive an update on the status of these projects at the September 2004 meeting and may be required to take action.

D. Financial Status

Rich Struna reported that current TIA account expenditures total \$34.5 million with an account balance of \$20.7 million. The UATA is sufficiently funded to meet existing obligations. Expenditures are currently at \$48.8 million with an \$8.9 million balance. The Administrative appropriation is projected to be approximately \$300,000 under expended by the end of biennium. Reductions in administrative expenditures will be seen in the 2005-07 biennial appropriation.

E. Project Activity Report

Steve Gorcester reported that the AIP has a net reduction of \$568,742 due to surpluses. The Board action change total of \$15.5 million comes from shifting seven AIP projects to TPP for streamlining and balancing the two accounts. The SCP reflects the flexibility with increases and is up \$320,873. The TPP shows a net reduction of \$2 million. Project activities for this reporting period resulted in a net reduction of \$1.8 million in TIB commitments.

ACTION ITEMS

A. Sidewalk Deviation Requests

City of Lacey: Yelm Highway-College Street-Ruddell Road – The City of Lacey requested a sidewalk deviation for the Yelm Highway project in order to allow a pedestrian easement where the Right-of-Way is constrained. Questions were addressed during the work session regarding specific safety treatments of the easement. TIB staff will share the Board's concerns with the City of Lacey.

MOTION: It was moved by Mr. McKinley with a second from Ms. Davis to approve a sidewalk deviation to allow the use of a pedestrian easement along the south side of Yelm Highway where the Right-of-Way is constrained. Motion carried unanimously.

City of Sumner: West Valley Highway/Valley Avenue East – The City of Sumner requested a sidewalk deviation on one side of West Valley Highway due to the SR-167 bridge piers which impairs visibility, precludes pedestrian generators, and restricts the access to the right of way needed to construct a sidewalk.

MOTION: It was moved by Mr. McClure with a second from Mr. Tomac to approve a sidewalk deviation to install a sidewalk on one side of West Valley Highway along the south and east sides. Motion carried unanimously.

B. Increase/Scope Change Request

The City of Arlington requested an increase of \$700,000 in TIB funds due to the bid opening results and an under estimation of concrete pilings. The other funding partners in this project have committed additional funding as well.

MOTION: It was moved by Ms. Davis with a second from Councilmember Burbidge to approve an increase of \$700,000 in TPP funds. Motion carried unanimously.

C. Spokane SR-290 RJT Request

The proposed preliminary finding is to accept the City of Spokane's request to transfer jurisdiction of Trent Avenue (SR-290) from SR-2/395 (Division Street) to SR-290/290 Spur (Hamilton Street from WSDOT to the City of Spokane. It was clarified that one block of West Main Avenue between Browne and Division, which provides the connection from southbound SR-2, is also included in the transfer request. No comments have been received from the public or other government agencies on the proposed transfer.

MOTION: It was moved by Ms. Zentz with a second from Vice Chair Bowman to release the preliminary finding that the jurisdiction of the section of SR-290 (Trent Ave) between SR-2/395 at Division Street and SR-290 at Hamilton Street be transferred to the City of Spokane. Motion carried unanimously.

It was noted by the Board that, if possible, they would like legislation transferring this responsibility to the Legislature to be included in the legislative agenda for the 2005 legislative session.

D. 2005 Meeting Schedule Adoption

The following meeting schedule was proposed to the Board:

DATE	CITY
January 27-28	Bremerton
March 24-25	Lacey
May 19-20*	Walla Walla
July 21-22	Spokane
September 22-23	Yakima
November 17-18**	Vancouver

*Meeting date moved to THIRD Thursday & Friday of month due to Memorial Day weekend.

**Meeting date moved to THIRD Thursday & Friday of month due to Thanksgiving.

If possible, the Board would like to coordinate the July meeting with the Monroe Street Bridge ribbon cutting in Spokane. TIB staff will work on this with the City of Spokane.

MOTION: It was moved by Mr. McKinley with a second from Mr. Nelson to approve the 2005 meeting schedule as presented with an option to have flexible scheduling to coordinate the meeting with the Monroe Street Bridge ribbon cutting in the month of July. Motion carried unanimously.

FUTURE MEETING

The next Board meeting is scheduled to meet in Grandview on September 16-17, 2004. A meeting notice regarding the September meeting will be sent out on August 27, 2004.

EXECUTIVE SESSION

Chair Ganley adjourned the public meeting at 10:29 AM for an executive session to discuss personnel matters. The public meeting was expected to reconvene within forty-five minutes.

RECONVENE PUBLIC MEETING

Chair Ganley reconvened the public meeting at 11:10 AM. There was no action taken as a result of the executive session.

ADJOURNMENT

The meeting adjourned at 11:10 AM.

Published: Saturday, July 24, 2004

172nd Street bridge is a go

Things look good for plans to replace the congested I-5 overpass at Smokey Point.

*By Lukas Velush
Herald Writer*

At long last, let the bridge be built.

The last pile of cash needed for a new I-5 overpass on 172nd Street NE in Smokey Point fell into place Friday. Construction on the \$9 million bridge is now expected to begin in four to six weeks.

Supporters of a wider bridge were sent scrambling about six weeks ago when the lowest bid for the project came in \$2 million higher than expected.

Both Arlington and Marysville view widening the bridge as crucial to improving response to police and fire emergencies and to accommodating business growth.

The current two-lane bridge constricts traffic and creates delays when drivers try to get on and off the freeway during rush hour. A six-lane bridge is expected to alleviate the congestion until surrounding roads can be rebuilt and expanded sometime in the future.

"This project needed to go ahead, and it needed to go now," said Steve Gorcester, executive director of the state Transportation Improvement Board.

His agency on Friday kicked in the remaining money that was needed when it agreed to raise its contribution from \$3 million to \$3.7 million. The board uses state gasoline tax revenue to fund transportation projects.

In recent weeks, Arlington, Marysville, the state Department of Transportation and Congress all agreed to increase the amount they are contributing as well.

The bridge is key to the area's growth, said Becky Foster, co-chairwoman of a group of business owners and community leaders who led the bid to fund the new bridge.

"We have water, sewer, flat land," Foster said. "We're getting noticed. We're ready to go."

Marysville Mayor Dennis Kendall's reaction to the news was straightforward.

"Hot damn!" he said. "Let's get this thing moving. I'm ready for the groundbreaking."

Arlington City Council member Sally Lien said she was glad that fight is finally over. The project faced many challenges, and higher-than-anticipated bids were just one of the problems.

"It's just been such a vast ordeal," Lien said. "We've pretty well slowed down building anything out there in Smokey Point and at the west end of the (Arlington) airport."

U.S. Rep. Rick Larsen, D-Wash., said he was relieved that everything came together without having to put the project out to bid again, which could have delayed the project for months.

"Just weeks ago, Marysville and Arlington both reached deep into their pockets and invested more dollars into the 172nd Street overpass," he said.

"Now that the state has filled the final funding gap, we can move forward on this critical transportation project that will bolster economic growth and create jobs in northern Snohomish County."

Reporter Lukas Velush: 425-339-3449 or lvelush@heraldnet.com

State transportation board OKs Smokey Point money

The state Transportation Improvement Board has approved the final \$700,000 expected to be needed to allow funding for the expansion of the Smokey Point interchange.

The board last week unanimously approved the increase, said Steve Gorcester, the board's executive director.

The approval brings the full amount of the board funding to \$3.7 million, providing the final increment needed to allow work to proceed. The total project cost is \$9.1 million.

The project calls for rebuilding a bridge over Interstate 5 at 172nd Street Northeast to allow better access to southbound I-5 and to ease traffic jams in the Smokey Point area. The work is to be done by about October 2005.

Mukilteo Beacon

906 5th Street
Mukilteo, WA 98275

YOUR HOMETOWN NEWSPAPER

Local News

Harbour Reach extension on horizon

Rebecca Carr

Your destination is right within view, just yards ahead – all that stands in the way are a couple of maddeningly slow traffic signals and a few hundred other motorists who want to get there just as badly as you do.

Short of a bone-jarring, suspension-destroying off-road trip through Picnic Point Creek, there isn't much to do but grit your teeth and fantasize that if you pull back on the steering wheel, your vehicle can fly.

But if the city gets its wish, motorists will eventually have a better option. Public Works Director Tom Hansen presented three proposals for the Harbour Reach extension on the west side of SR 525 which would connect Beverly Park Road directly to Harbour Pointe Boulevard South, taking traffic off of the Speedway and saving two time-consuming – and often dangerous – left turns.

If all of the various elements fall together seamlessly, construction could begin as early as 2008 he said, emphasizing that it's an optimistic timeline.

Each alternative has its pluses and minuses, and each has its own cost factors.

Much of the first alternative involves using an existing roadway built by Boeing for access to its formally bustling Harbour Pointe location.

"One of the significant benefits to Alternative 1 is that the majority of the road is already built," Hansen said of the city's preferred option.

Its downside though, is that it requires a bridge over Picnic Pointe Creek, and as Hansen said, bridges are often the most expensive part of the project.

The other alternatives however, would require the city to not only build more road, but acquire more right-of-way which in itself can carry a high price tag.

The second option requires buying right of way and still requires a bridge, and the third option could require

significant grading changes on Cyrus Way which could effectively render surrounding property useless, Hansen said.

Right now, visibility is too limited on that road to safely bring in more traffic, Hansen explained. The city would have to flatten out the hills and fill in the dips.

"It becomes an issue if you change the grade so much you can't build a driveway, you'd have to buy the parcel if it's damaged beyond use," he said.

The project admittedly still has a few kinks to work out. For example, it could add significantly more traffic to a single-family residential development near the area. Hansen said he's working with the county to minimize those possibilities.

Hansen said that in order to compete for various funding, the city must look at a range of alternatives for a project, regardless of how viable those alternatives may be.

"We looked at the shortest distance between the two roads for about two seconds," he said. "But we said, no, we cannot take arterial traffic and put it in a residential neighborhood."

Councilmembers heartily agreed, particularly those who were around during the similar problems and discussions with St. Andrews Drive a few years back. Hansen said the city is already researching a range of funding options.

"The Transportation Improvement Board (TIB) is very interested, but given the preliminary estimate, they don't think they can fully fund it," he said. "We've had informal talks with the highway department and they indicate their support as well, but they're not sitting there checkbook in hand."

Choosing a plan early on is key to securing other funds, he said.

But the city is competing with other funding-starved agencies that are working with existing problems in their areas.

"What we're trying to do is be ahead of the curve, and solve an upcoming problem," he said.

And if the city goes after federal dollars, they come with the caveat of additional environmental studies and biological assessments. Securing permits from those agencies could add a year onto the application process, he said.

After the council formally chooses a plan, the city will secure the funding, then complete the preliminary design in mid-2005.

It expects to secure all of the necessary permits in 2006, complete the right-of-way acquisition by early 2007, then it can begin construction.

THE WENATCHEE WORLD *online*

City pushes ahead with riverfront road plan

By Marco Martinez, World staff writer
Wednesday - August 4, 2004



WENATCHEE — After settling on a route for a new waterfront road that would skirt Riverfront Park and in two spots enter it, the city is trying to find a way to pay for the estimated \$3 million project to connect Worthen Street and Walla Walla Avenue.

Hopes are high that the city's grant application to the state Transportation Improvement Board later this month will be successful, said David Stalheim, city director of community development. The grant would cover up to 80 percent of the cost, with the city and private property owners paying the rest.

The earliest the road would be built is 2006, Stalheim said.

The nearly half-mile stretch of riverfront road is considered the "linchpin" to spur new development, City Councilman Mark Kulaas said Tuesday.

The city's goal, he said, has been to develop a route that limits impact to Riverfront Park and the surrounding area while creating new opportunities for private development.

One of the earlier alternatives considered by the city had the road aligned right along the park boundary north of the ice arena, Kulaas said. That alternative eventually gave way to a route that is farther to the west, which would result in private property flanking the new road in that area, he said.

The route approved by the City Council on July 22 would result in Riverside Drive jutting from Worthen Street just north of the city's wastewater treatment plant. From there, the new road would cut in front of the Riverfront Center office building at the foot of Fifth Street, cross through part of the Island View Street residential area and then continue through the 9th Street Trailer Park before connecting with Walla Walla Avenue at Ninth Street.

"One of the downsides to this whole thing is that there will be additional residences displaced by this," Kulaas said. "There will be major displacements and that bothers me. We have to be careful to help those citizens out as much as possible."

Property owners displaced by the road would be paid for their land and homes, he said.

Loss of parking and close proximity to park features were other concerns raised during public hearings leading up to the route decision.

The only grassy park area the road would encroach on is south of the Riverfront Center building. The road also would pass through the parking lot next to the ice arena.

Plans call for the Wenatchee Valley Farmers Market, located just north of the ice arena, to be relocated to a spot just east of the ice arena.

John McQuaig, owner of the Riverfront Center building, said he considers the new road a positive move, even though it will eliminate some parking spaces. McQuaig, who has expressed a desire to construct a second building on land he owns nearby, said he is negotiating with the city to mitigate the impact to his properties and allow for growth.

"I'm not thrilled about it, but it will be a workable situation," he said. "We need some parking on our side of the street as well. We're in discussions with the city on that."

Stalheim said the final road design will probably be done in a way so that the route won't be within the 200-foot shoreline boundary. If any part of the road falls within the boundary area, the city would be required under the state Shoreline Management Act to get a permit for the work, he said.

Former City Commissioner Pat Notter told the City Council at the July 22 meeting that she is pleased the city is building a north-south corridor. The route, though, could be improved, she said.

"I don't like this route as well as keeping it entirely out of the park and cutting this through a neighborhood when the integrity of that group of homes could be protected," Notter said this week.

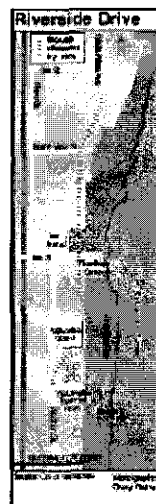
Rocky Crocker, who plays hockey at the ice arena four months out of the year and also bikes and roller blades along the Apple Capital Recreation Loop Trail, said he opposes any changes.

Crocker spoke out against the plan at the July council meeting.

"Mainly I'm opposed to spending large quantities of money to improve something I think is already perfect," Crocker said Tuesday. "It's such a beautiful area. I would hate to see that road go through there, but I'm afraid that is what will happen. Developers and property owners want to make sales. Their voice is a lot stronger than mine."

Marco Martinez can be reached at 664-7146 or by e-mail at

martinez@wenworld.com



The Wenatchee World Online - <http://www.wenworld.com>

14 N Mission St., Wenatchee, WA 98801 * Phone: 509-663-5161, Fax: 509-662-5413

*This information is supplied as a service of The Wenatchee World. All rights reserved. Not to be photocopied, reprinted or broadcast in any form, including use on web sites, without prior written permission.

Study sheds more light on businesses along couplet

Some say they don't need research to know business is down

Megan Cooley
Staff writer
August 12, 2004

Matt Jankowski doesn't need a study to know that revenues at his Kentucky Fried Chicken restaurant have dropped, but he has one now anyway.

The Spokane Valley Business Association released a study Wednesday that shows how businesses along the one-way portion of Sprague Avenue have fared since the Sprague-Appleway couplet was built four years ago. Fifty-five percent of business owners there reported a drop in revenues. That decline averaged 27 percent, the study said.

Jankowski once employed 35 people at the 9512 E. Sprague Ave. eatery, but now he needs only 12 workers. Before the couplet was built, when traffic on Sprague Avenue went two ways, he made \$20,000 a week. Now, he takes in \$10,000, he said.

"If this was my only restaurant, I'd be out of business right now," said Jankowski, who operates six other KFCs. "I'd like to move, but who's going to buy the property?"

The business association commissioned the study from Gonzaga University. It hired a student, Evan Marques, to interview business owners and compile the report under the guidance of Scott Bozman, assistant dean of Gonzaga's School of Business Administration.

Fifty-eight of the 105 business owners interviewed reported a drop in revenues since the couplet was built. Twenty-two businesses, most automobile dealerships or car-related companies, said sales either stayed the same or went up, by 10 percent on average.

Convenience-type establishments such as fast-food restaurants have been hit hardest in recent years, the study says. After all, who wants to pull off westbound Sprague on their way to work in the morning for a pot pie and a tub of mashed potatoes? That'd make more sense on the drive home at night, but restaurants such as KFC aren't as visible from eastbound Appleway, Jankowski said.

Regardless of business type, the study found that location within the couplet matters. Revenues at businesses on the north side of Sprague are down twice as much as they are on the south side, which is more visible from Appleway. Stores situated near the automobile dealerships benefit from the traffic Auto Row brings to the area.

Audience members at the business association's meeting Wednesday pointed out one sector left out of the study: businesses that have left Sprague Avenue for Sullivan Road and other locations closer to the Spokane Valley Mall.



It's lunchtime on a Wednesday afternoon and Kayla Smith cleans the tables in a nearly empty Kentucky Fried Chicken at 9512 East Sprague. (Liz Kishimoto/The Spokesman-Review)

Online

Couplet report

The entire report, called the "Gonzaga Economic Study of Sprague Avenue Businesses and Property Owners," can be read online at www.svba.us.

"That's a fact. It happened," Spokane Valley City Councilman Richard Munson said. "I'm afraid in my mind your report has lost some credibility because you haven't mentioned that."

Marques said that wasn't within the scope of his work. He was hired to quantify the performance of businesses located on Sprague between Fancher and University roads.

The study also didn't quantify how the sour economy of the past few years has affected businesses and how these companies were performing between the time the Spokane Valley Mall and the couplet were built. Planning Commission Chairman Bill Gothmann said the study shows the businesses' struggles, but it doesn't clearly identify a cause.

Marques didn't interview business owners who'd closed their doors completely since the couplet, and some business owners declined an interview with him if they had moved to Sprague after the couplet was built.

The City Council has commissioned a professional study that will delve into more of those issues. It plans to decide by December what to do with the Sprague-Appleway couplet. The council is considering extending the couplet two miles eastward either as two one-way roads or as a one-way Appleway and a one-way Sprague between University and Thierman and a two-way Sprague east of University.

A separate organization of business people supports extending the couplet eastward, as Spokane County had planned to do eventually when it constructed the existing segment.

But the Spokane Valley Business Association has been vocal about its support for converting Sprague back to two-way traffic between University and Thierman.

"Every single day we cuss that street," business association Treasurer Dick Behm said.

Sixty-eight percent of the study's respondents favored converting Sprague back to a two-way road.

Some people at Wednesday's meeting said the future of the Sprague corridor will depend on whether University City Shopping Center – once the Valley's main gathering place – is revitalized. The complex is undergoing some renovations now, but some doubted that it will ever play the important role it once did.

Gothmann was optimistic, though, that a lively city center could become reality one day.

"There are ways we can do this, even though it may be on one-way roads," he said.



The Herald - Everett, Wash. - www.HeraldNet.com

Published: Thursday, August 12, 2004

Clear sailing on State Ave.

All lanes of Marysville thoroughfare are expected to be open by Friday

Herald staff

MARYSVILLE - Commuters can finally drive the length of State Avenue in Marysville.

The busy thoroughfare opened to through traffic on Tuesday, ending 10 months of construction.

Final touches are being made to the downtown area, the last of three phases of a \$6.4 million construction project that extends from First to Grove streets.

For now, at least three of five lanes can be used in the downtown stretch. By Friday, all five lanes will be in open, said Doug Buell, a city spokesman.

It's welcome news for merchants, said Karen Thomas, a clerk at Hilton Pharmacy. The last phase of construction was in front of the pharmacy.

"Traffic is moving again," she said. "It's like it never happened. That's what we want to see."

The road repairs and utility improvements were difficult for some businesses, but the project will help revitalize downtown, Thomas said.

There will be a ribbon-cutting ceremony at 9 a.m. Friday at Third Street and State Avenue. Speakers will include Mayor Dennis Kendall, U.S. Rep. Rick Larsen, and Steve Corcester, executive director of the state Transportation Improvement Board.

Copyright ©1996-2004.
The Daily Herald Co.
ALL RIGHTS RESERVED.

PUBLISHED ON TUESDAY, AUGUST 17, 2004

It's a Rough Road for Yakima Streets

By **BIANCA VÁZQUEZ TONESS**
YAKIMA HERALD-REPUBLIC

One quarter of Yakima's major streets — 33 miles in all — are in such bad shape they will need to be completely rebuilt or evened out and repaved, according to a recent study by the city of Yakima.

That's no surprise to residents who complain about potholes and even file claims for damage to their cars.

But Yakima residents may have a chance to do something about it by paying extra taxes devoted to routine street maintenance.



SANDY SUMMERS/Yakima Herald-Republic
Marc Hartman, left, helps move a new telephone pole into place as part of construction on Mead Avenue on Monday morning.

Much of the street damage, the report stated, could have been prevented with treatments, including filling cracks with liquid asphalt and then sealing the streets with oil and chipped gravel.

The city needs \$1.6 million more annually to do that type of work. In 2004, the city's budget for street maintenance, which includes sidewalk repair, was \$2.9 million.

To shore up the difference, the council decided last year to dedicate revenue from the second Real Estate Excise Tax — \$450,000 annually — to streets, likely splitting the funds between routine maintenance and street reconstruction. The state will match money a city is willing to invest in reconstruction exponentially, so the city likes to have funds on hand to leverage with the state.

The city was considering adding a 10 percent utility tax on the stormwater management program the city will likely adopt this year to raise money for streets. Council and staff decided against it, reasoning that the potential revenue — \$63,200 in the first year and eventually maxing out at \$219,300 — wasn't enough to risk the public's ire for creating a new tax.



In the meantime, city staff put together a report detailing the gap between revenue for streets and the real cost of work the city should be doing to protect streets.

SANDY SUMMERS/Yakima Herald-Republic
Ray Rasmussen, 90, moves the sprinkler hose in yard near Mead Avenue.

As the season grows near to create next year's budget, city staff, elected officials, and the new community budget strategy team are considering ways to pay for future maintenance.

Among the options is a 3 percent increase on public utility taxes, which would raise \$480,000 annually. The council could pass this tax with no public vote.

Another option would be increasing private utility taxes by 1 percent, which would require a public vote and would raise \$800,000 annually.

Industry standards dictate covering asphalt roads with protective coatings — what's called chip seal — every eight to 10 years. But due to lack of funding, the city has slowed routine maintenance over the last several years.

At the rate the city is now coating streets, the city will treat each of its major streets — such as Tieton Drive and Summitview Avenue — about every 40 years and residential side streets every 50 years, according to Shelley Willson, Yakima's street and transportation manager.

Of course, the streets will buckle and crack long before that, at which point the city can ask the state to help pay for a costly rebuild at \$600,000 a mile compared with the \$30,000 it would have cost per mile to maintain the streets every eight to 10 years.

"It's a bad use of taxpayers' money," Councilman Neil McClure said Wednesday.

The state's system, however, promotes the paradox: The state won't pay for the less expensive street maintenance, but will pay millions to fully reconstruct a road, McClure said.

The city can only work on Mead and Washington avenues this year, and is doing so with the help of state funds. Crews started on Mead earlier this month, widening the street between 11th and 16th avenues. The Washington Avenue project, between 24th and 72nd avenues, started Wednesday. The project — one of the largest in years — will ease the route between West Valley and the Yakima Air Terminal. The city pieced together more than \$6 million in grants from the state for the project that will also widen the two-to-three-lane road to four and five lanes, add curbs, gutters, sidewalks and lighting.

McClure plans to pressure the state Legislature to fund maintenance through his involvement with the state's Transportation Improvement Board.

Meanwhile, the city may look to the public to help fund more annual maintenance.

Many of the council members are looking to the recently formed community budget advisory group for answers. The city formed the team to help the city

make tough budget decisions in the event that Tim Eyman's latest tax-cutting initiative had passed. The measure, which failed to garner enough support to get on the ballot, would have cut property taxes by 25 percent.

However, the budget team is still focused on cutting the budget. Rita Anson, the city's finance director, said many hope the group will be willing to discuss ways to generate revenue, too. The team will discuss streets and other public works projects next month.

Councilman Dave Edler said the success of other upcoming tax initiatives may determine whether he supports a utility tax for streets. Yakima County is seeking a three-tenths sales tax to pay for criminal justice at the county and city levels. It will likely be on the ballot this November.

"It's a great gauge to see into the heart of this community and what's important to them" and if they're willing to pay more for the basics, he said, such as "adequate police protection" and streets.

© Copyright 2004 Yakima Herald Republic



Wednesday, August 18, 2004, 12:00 A.M. Pacific

Permission to reprint or copy this article/photo **must** be obtained from The Seattle Times. Call 206-464-3113 or e-mail resale@seattletimes.com with your request.

Marysville

Improved State of affairs for road

By Peyton Whitely

Times Snohomish County bureau

The message imprinted on the yellow ribbon was special yet subtle.

"Celebrating the new State of Marysville," it said.

The tape, the kind that usually says "caution" or "police line," stretched across State Avenue at Third Street as a symbol to mark the official completion of a major road project.

The road reopened Friday after 10 months of construction. The work on State, the city's main north-south route, had left many businesses struggling, and its completion brought immense relief.

"We built it, and we're waiting for everyone to come back down State, back down Third," Mayor Dennis Kendall said just before he cut the ribbon. "This project stands as one of the most significant urban-design projects ever undertaken in the city of Marysville."

Work on the \$6.4 million effort started last fall, but the origins dated to 1998 and before, as conditions on the street became increasingly intolerable. The route once was the main road to Everett and even Canada, but was bypassed by the construction of Interstate 5 a few blocks to the west, leaving the avenue a swath of broken pavement, sporadic sidewalks and ugly utility poles.

The new work stretches from First to Grove streets, taking in the main part of the downtown area, and presents a vista of fresh paving, new sidewalks and old-fashioned streetlights bearing hanging baskets filled with flowers. The utility wires have been put underground.

Kendall said it is hoped that the project, along with the building of a waterfront park on Ebey Slough, will spur revitalization of downtown.

"I've got to tell you, Marysville never looked better," said Steve Gorcester, the executive director of the state Transportation Improvement Board. "It sends a message: 'Don't hurry through, stop, take a walk and shop.'"

The board provided \$1.7 million for the work, with about \$4.7 million coming from the city and \$114,000 from the Federal Highway Administration.

Business owners expressed particular relief that the work is done.

"It makes me proud to be a businessman in Marysville today," said Daryn Bundy, the owner of Bundy Carpets, who spoke in behalf of business operators.

Marysville, he added, has a "signature look."

About a half-hour later, crews began removing orange barrels that had closed the street, and shortly after, cars started moving along the road.

Peyton Whitely: 206-464-2259 or pwhitely@seattletimes.com

Copyright © 2004 The Seattle Times Company

The Arlington Times

Community celebrates 172nd overpass groundbreaking

Bi-partisan VIP list reflects cooperative effort

Steve Stav

The Arlington Times

SMOKEY POINT — A late-summer downpour couldn't dampen the spirits of dozens gathered at Smokey Point's Hawthorne Suites Aug. 21 for the 172nd Street overpass groundbreaking ceremony.

Almost everyone involved in the project was present or represented at the gala affair, which not only celebrated the end of a long struggle, it cheered the bi-partisan efforts needed to renovate a badly outdated section of roadway.

"I hope you appreciate the uniqueness of the situation," said Snohomish County Councilman John Koster, a Republican. "You have all the different levels of government pulling in the same direction for the benefit of everyone, something truly refreshing in the political climate we're in today."

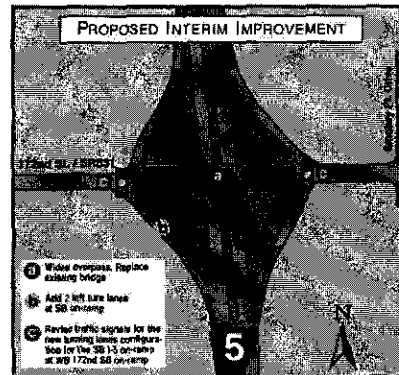
Koster was one of many politicians — both Republican and Democrat — sitting elbow to elbow at the front of one of Hawthorne's reception rooms, while still more state and local officials mingled with construction managers and interested residents in the standing-room-only audience.

Former Marysville Arlington Transportation Relief Plan co-chair Harvey Eichenfeld emceed the event, backed by current co-chairs Gigi Burke and Becky Foster. Eichenfeld sold his Smokey Point copy and shipping business and moved out of state last spring; he is now in the process of being accepted for a state department position. Early on in his remarks, Eichenfeld recognized former Arlington City Councilman Oliver Smith for his impetus and foresight in creating TRAP.

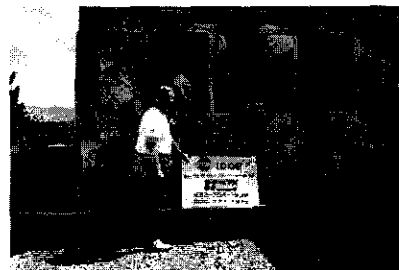
One by one, the emcee introduced the party's special guests, who each took turns at the microphone.

"Some projects kind of 'fight' you," said State Transportation Improvement Board Chairman Steve Gorcester, "and this one, in terms of putting a funding package together, has fought us. But it won't fight us during construction," he promised.

The TIB's grant, a total of \$3.7 million, was crucial to the project. He referred to the fact that this construction — now underway and expected to be completed in fall or winter of



(Click on image to enlarge)



(Click on image to enlarge)

Arlington City Engineer Paul Richart, left, accepts a plaque of appreciation from TRAP co-chair Gigi Burke and former TRAP co-chair Harvey Eichenfeld. Richart acted as a liaison between federal, state and local municipalities and agencies, which was instrumental in securing funds for the 172nd overpass renovation.

TONY DONDERO The Arlington Times

2005 — to be only the first phase of a \$26 million complete overhaul of the obsolete structure.

"This is an interim solution, a good intermediate step that will make a difference to the area," Gorcester explained. "We were highly motivated to fund this project. The TRAP group was right all along — this is a project that needs to go forward and, thankfully, now it will."

Phase one consists of adding three lanes to the overpass while the two existing lanes will remain open. Improved lights and signage are also part of the plan, which will conclude with the demolition of the old bridge.

Senator Patty Murray, who helped secure \$3 million in Federal funds for the project, said, "I know how important this project is for job creation and the economic development of this area, and it's clearly important for the safety and quality of life for residents here.

"I am very proud to have been a partner in this," she added. "I'm proud to have been able to go to bat for this in the United States Senate."

Her counterpart in the House, Rep. Rick Larsen, echoed Murray's statements on safety and economic concerns, adding, "When Gigi, Harvey and Becky call, you might as well say yes, because you're going wind up saying yes anyway.

"These projects don't happen without a concerted community effort," he continued. "This project kept coming back, saying, 'Pay attention to us.' It took on a life of its own."

Larsen pointed out former Arlington Mayor Bob Kraski's contributions to the project, and "Koster's banging the drum at the local level."

Kraski, who was present at the ceremony, presented letters of local support for the project to Larsen and Murray in Washington, D.C. in July 2003.

Other speakers included State Senator Mary Margaret Haugen (D-10th), State Rep. Val Stevens (R-39th), and State Department of Transportation — Snohomish County Director Lorena Eng.

Toward the end of the ceremony, Burke, Eichenfeld and Foster surprised Arlington City Engineer Paul Richart with a plaque of appreciation for his role in securing funds for the project.

Among other duties, Richart co-wrote the TIB grant application.

"I'm very proud of him," Arlington Mayor Margaret Larson said Aug. 23. "He worked really hard for this project, and he represented the city very well. He made complicated aspects of the financing and other issues so clear to the City Council, and to myself."

Due to a prior commitment that she could not break, Larson did not attend the ceremony; Mayor Pro Tem Sally Lien filled in for her with a brief speech.

Larsen's ally in Marysville, Mayor Dennis Kendall, invited the audience to drive down Marysville's newly revamped State Avenue. He also thanked his Council for making the decision to include Marysville in the project.

"Some have asked, 'Why would Marysville put money into an overpass in Arlington?'" Kendall said, "Well, believe it or not, from 164th Street southwards belongs to Marysville, and there's going to be land utilized there. Without this project, it would be extremely difficult for customers and those who are going to work there to get to these [new businesses]."

Referring to the late-1990s Smokey Point annexation battles between Marysville and its cousin to the north, Kendall wryly said, "I understand that we've had some troubles years ago, but my philosophy is what happened in the past stays in the past and let's get done now what needs to be done."

It was inevitable that someone would mention NASCAR in his or her address to the room. Surprisingly, it took a half an hour for the debate to be mentioned.

"We need more community projects like this," urged State Rep. John McCoy ((D-38th). "We need TRAP to stay alive and well, because regardless of whether you're friend or foe of ISC, we have a lot of work to get done whether a racetrack comes or not." McCoy, a prominent member of the Tulalip Tribes, pointed to exit No. 202 at 116th Northeast — an entranceway into the Tribes' and Marysville's retail corridors — as another overpass project in need of funds.

Councilman Koster, introduced by Eichenfeld as an example of "government truly representing the people," concluded the ceremony by remarking, "I don't know how many of you folks traverse through this intersection every day, but I try to avoid it. It's so bad. This renovation will do so much for the economic vitality of the area.

"In the coming months," he added, "as construction takes place out here, we need to remind the citizens that things are going to get tougher before they get better. I say that not only for their own safety, but for the safety of the guys that have to work out there every day, as well."

copyright © 2004, Sun News, Inc. (send e-mail to webmaster)

Skagit Valley Herald.com

Celebrating Skagit Station

By BEVERLY CRICHFIELD

Dedication ceremony tinged with political tension

MOUNT VERNON - After a decade of planning and months of political wrangling, the much-anticipated Skagit Station is open for business — although the city still has not signed leases with prospective tenants.

About 200 people gathered Tuesday afternoon to celebrate the dedication of the new \$7.7 million transit center designed as the future home of Greyhound bus service, Skagit Transit, Amtrak and the Mount Vernon Chamber of Commerce.

About half of the crowd was made up of local, state and federal lawmakers, Amtrak officials, leaders of other Skagit County cities and Skagit County commissioners.

They slowly toured the 6,600-square-foot building, a project that has raised its share of controversy in the past year. Some of those in attendance used the event as a chance to campaign for upcoming elections.

Most seemed to agree that the project is a major boost for mass transit and the region's economy.

"I know that transportation investments stimulate our economy, create good family-wage jobs and enhance the lifestyles of the people of our community," U.S. Sen. Patty Murray, D-Wash., told the crowd that gathered under tents to escape the rain.

"This project has played a huge part in the development of transportation choices that are coming north," said state Sen. Mary Margaret Haugen, D-Camano Island. Both Murray and Haugen lobbied for federal and state transportation dollars to help pay for the station. About 93 percent of the project budget came from federal and state money.

Members of the community and local transportation advocates sifted through the spacious lobby, where the Skagit Transit and Mount Vernon Chamber of Commerce offices will be located.

Others sauntered around the 1,800-square-foot carpeted meeting room on the north end of the building, pointing at several aerial photographs depicting traffic congestion in the Interstate 5 corridor through Burlington and Mount Vernon.

Bonnie Anderson, director of the Downtown Business Community of Mount Vernon, said the station is another great tool to bring shoppers downtown.



Frank Varga / Skagit Valley Herald
Former Mount Vernon Mayor Skye Richendrfer (center) shares the history of the Skagit Station project Tuesday afternoon with U.S. Rep. Rick Larsen, D-Wash., who attended the dedication ceremony for the new station. Richendrfer is credited with getting the project completed.

She said she's planning to put a kiosk outside the station on the north and south ends that direct people to nearby shops and restaurants. Despite the ceremony's generally upbeat and enthusiastic tenor, there remained one major hitch — the station still doesn't have any tenants.



Former Mayor Skye Richendrfer, who took much of the credit for Skagit Station, urged city leaders in the crowd to sign leases with tenants. Richendrfer hadn't completed negotiations with possible tenants before he was ousted by Bud Norris in the 2003 mayoral election.

Several hundred people gathered Tuesday in downtown Mount Vernon to dedicate the new Skagit Station, which is expected to house Greyhound bus service, Amtrak, Skagit Transit and the Mount Vernon Chamber of Commerce.

Skagit County Commissioner Don Munks, who attended Tuesday's event, said the leases should have been signed long before construction began. He was not a supporter of placing the transit center downtown.

"Hopefully it's functional, gets filled and meets the needs of the community," Munks said. "If I would have done the project, I would have had the contracts signed up in advance."

The city is negotiating with potential tenants of the center, said Eric Stendal, city administrative officer.

Mount Vernon Chamber of Commerce Director Kristin Whitener said city leaders and chamber board members are dickering over the chamber's share of the maintenance and operations costs.

Stendal estimates maintenance and operations, including utilities, insurance, janitorial services and landscaping, will cost the city about \$77,000 per year if all the building space is rented. Each tenant is being asked to pay a share of that, Stendal said.

While most speakers focused on partnership, Richendrfer couldn't resist aiming some barbs at critics of the station project.

"Here we sit in 2004 and efforts to derail the project thankfully were unsuccessful — or should I say derailed," said Richendrfer, referring to Mayor Bud Norris' attempts to look at moving the station or selling it.

"It doesn't look much like a jail," Richendrfer continued.

Norris has opposed the transit center since it was proposed for the downtown site in 1999. He has said the site poses a traffic hazard and doesn't provide enough parking.

The transit center became the linchpin of Norris' campaign last fall. He promised voters he would consider either not finishing the station or selling it if he were elected.

Some downtown business owners at the time joked that Norris wanted to sell the station to Skagit County to expand the jail.

Two months after Norris was elected, he asked the City Council to stop construction on the project and move it. The council voted instead to finish the station.

Norris said little about the station in his welcoming speech. He thanked state and federal leaders for their help and praised the partnership among local, state and federal officials to complete the project.

"It is now our responsibility to make this facility a success," Norris said.

Workers still have about three weeks of pouring concrete, completing the electrical and heating systems before the building is completed, said Al Steele, city project engineer. Once that work is finished, the Amtrak train should begin stopping at the station.

"We're real excited about this," Steele said with a smile. "It's a great project - a great building."

Beverly Crichfield can be reached at 360-416-2132 or by e-mail at

Wed, Sept 1, 2004
Ferndale Record-Journal
OUR VOICE

Kudos to the Chamber for a fantastic Main Street Festival

This past weekend, Ferndale residents were able to see something amazing. In less than four months, the Ferndale Chamber of Commerce planned and organized the Main Street Festival, a event that despite rain, was a huge success.

It wasn't until early May that the chamber was able to get approval from the Ferndale City Council for the \$7,500 from the lodging tax fund with an additional \$2,500 available in early August to help pay for this year's Street Festival.

With little time to prepare, the chamber created a festival that looked like it had been organized more than once for several years. Even though the rain continued to come for most of the day, the festival continued to attract a crowd.

The several craft, food, business and nonprofit vendors provided something for everyone to enjoy.

The festival was an event that added to the many reasons why so many people are flocking to this beautiful community. It also showed the community that the chamber is a large asset to Ferndale's residents and businesses.

On the same day, Mayor Jerry Landcastle emceed the bridge dedication ceremony, announcing the bridge's new name as Pioneer Bridge.

Former and current city employees and Main Street improvement project workers and engineers witnessed the dedication.

The day was fun and provided closure to the long-awaited improvement project.

A job well done

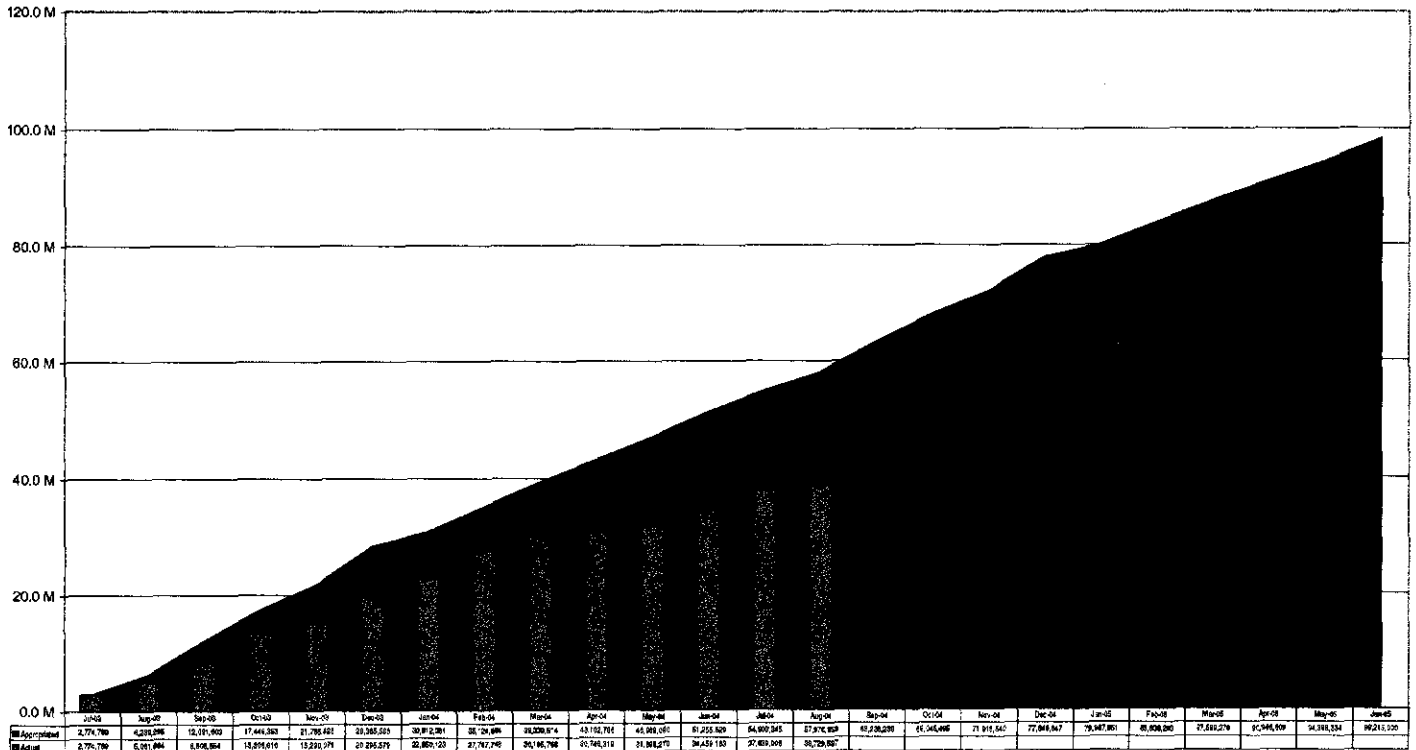


Mayor Jerry Landcastle shakes Ferndale High School band member Michelle Beaulaurier's hand after she and the FHS band marched across the newly dedicated "Pioneer Bridge" Saturday. The band played Colonel Bogey's March and were followed by a parade of show cars.



Washington State Transportation Improvement Board Transportation Improvement Account (TIA)

2003-05 Transportation Improvement Account (TIA) Transportation Partnership Program (TPP) Appropriated vs. Actuals



Account	Expenses	Appropriation	Appropriation Balance	Account Balance
Transportation Partnership Program	38,729,587	98,215,000	59,485,413	
TIA TOTAL	38,729,587	98,215,000	59,485,413	19,619,816.89

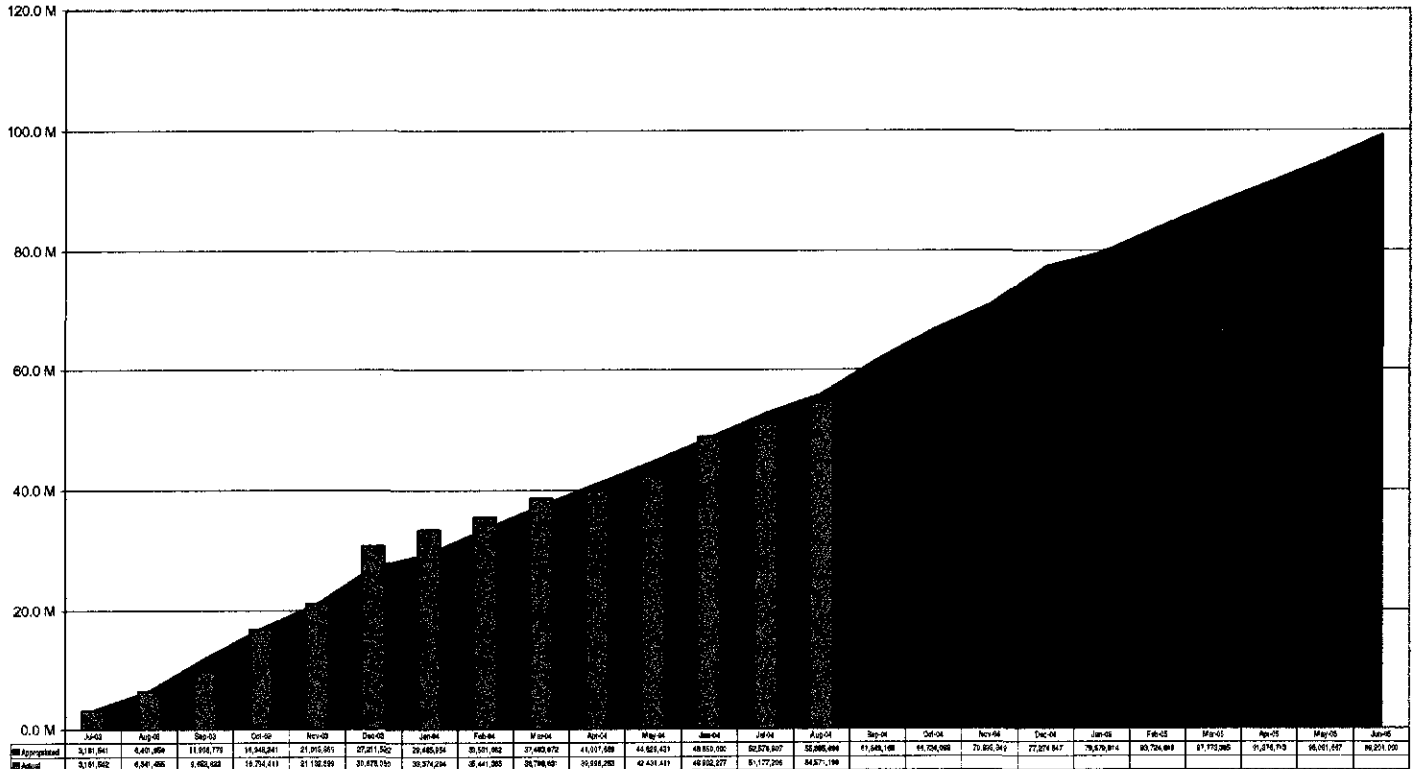
Notes:

- TIB's 2003-05 Capital Appropriation provided \$99,215,000 for the Transportation Improvement Account.
- Ending 2001-03 Appropriation balance for the TIA is \$27,414,344.
- TIA has \$13,955,000 in bond authority remaining (RCW 47.26.500).
- \$10,383,990 in bond proceeds as of July 2003.



Washington State Transportation Improvement Board Urban Arterial Trust Account (UATA)

2003-05 Urban Arterial Trust Account (UATA)
Appropriated vs. Actuals



Account	Expenditures	Appropriation	Appropriation Balance	Account Balance
Arterial Improvement Program	41,461,062			
City Hardship Assistance program	1,472,377			
Pedestrian Safety and Mobility Prog.	2,128,020			
Small City Program	9,509,730			
UATA TOTAL	54,571,189	99,201,000	44,629,811	10,502,765.85

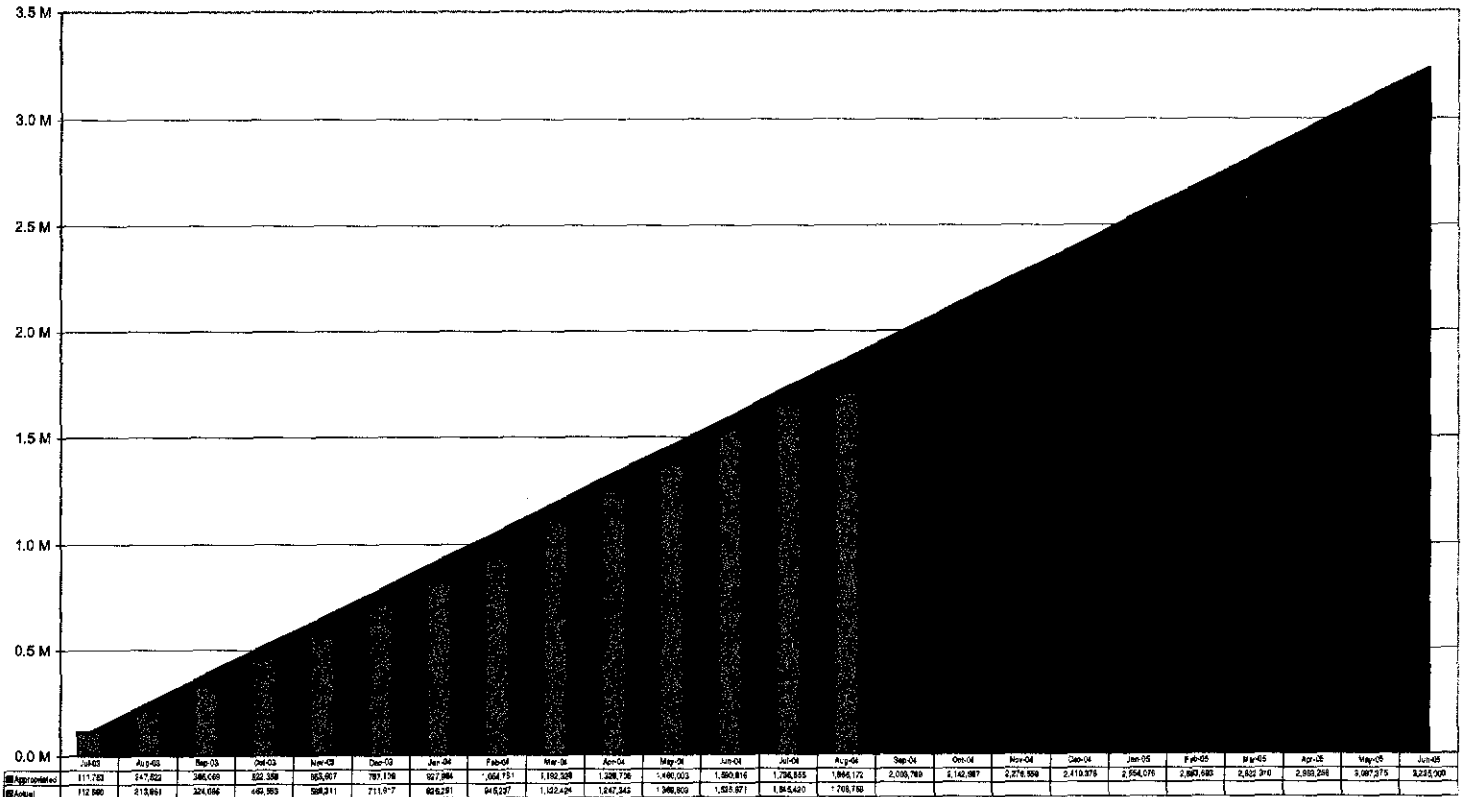
Notes:

- TIB's 2003-05 Capital Appropriation provided \$99,201,000 for the Urban Arterial Trust Account. Ending 2001-03 Appropriation balance for the UATA is \$221,653. TIB's Capital Appropriation is managed using the cash method of accounting.



Washington State Transportation Improvement Board Administrative Expenses

2003-05 Administrative
Expenditures



Account	Expenditures	Appropriation	Appropriation Balance
UATA	855,381		
TIA	855,395		
ADMINISTRATION	1,710,776	3,235,000	1,524,224

A – Salary and Wages	1,127,017
B – Employee Benefits	210,962
E – Goods and Services	271,931
G – Travel	67,682
J – Capital Outlays	33,184
ADMINISTRATION TOTAL	1,710,776

Notes:

- TIB's 2003-05 Operating Appropriation provided expenditure authority for 16.9 FTE's.
- Ending 2001-03 Appropriation balance for Administrative expenses was \$84,308.27.
- TIB's Operating Appropriation is managed using the appropriation method of accounting.



Transportation Improvement Board

Project Actions

All TIB Funding Programs

From 07/01/2004 to 08/31/2004

Project ID	Agency Project Description	Program	Current Phase	Approved TIB Funds	Change in TIB Funds
AIP Projects					
Actions by the Executive Director					
8-2-154(011)-1	ANACORTES H Ave 32nd St to 41st St	AIP	Bid Award	712,680	0
8-2-156(034)-1	BELLINGHAM Lakeway Drive (Construction Only) I-5 to Lincoln St	AIP	Bid Award	421,495	-178,505
8-1-124(003)-1	ENUMCLAW 2nd St Stevenson Street to Griffin Ave(SR-164)	AIP	Contract Completion	809,555	-10,698
8-4-183(001)-1	GRANDVIEW Wine Country Rd (Construction Only) Euclid Rd to Wilson Way	AIP	Contract Completion	696,149	-42,879
8-4-183(001)-2	GRANDVIEW Wine Country Rd (Construction Only) Wilson Way Traffic Signal	AIP	Construction	164,150	0
8-4-183(002)-1	GRANDVIEW Wine Country Road Elm St Intersection	AIP	Construction	201,827	0
8-5-188(012)-1	KELSO Allen Street Bridge 1st Ave W to 1st Ave E	AIP	Audit	1,553,785	-14,215
8-1-106(028)-1	KENT Central Ave N George St to Smith St	AIP	Contract Completion	924,000	0
8-1-111(017)-1	KIRKLAND Slater Avenue NE 116th Street to NE 124th Street	AIP	Audit	2,282,071	0
8-1-140(014)-1	LYNNWOOD 44th Avenue West 200th St SW to SR 524	AIP	Bid Award	1,831,610	0
8-1-200(001)-1	NEWCASTLE Coal Creek Parkway SE - phase 1 SE 84th St to SE 72nd St	AIP	Audit	9,279,843	460,000



Transportation Improvement Board

Project Actions

All TIB Funding Programs

From 07/01/2004 to 08/31/2004

Project ID	Agency Project Description	Program	Current Phase	Approved TIB Funds	Change in TIB Funds
8-2-157(009)-1	OAK HARBOR SR 20 SW Erie Street to S Beeksma Drive	AIP	Design	100,000	0
8-2-158(007)-1	POULSBO Finn Hill Road Viking Ave to SR 3 Off Ramp	AIP	Contract Completion	743,400	0
8-3-167(014)-1	PULLMAN North Grand Ave 600' s/o Nye St to Stadium Way	AIP	Audit	316,480	39,478
8-1-107(019)-1	REDMOND 166th Ave NE Redmond Way to NE 85th St	AIP	Contract Completion	444,000	0
8-4-171(016)-1	RICHLAND Swift Boulevard Goethals Dr Intersection	AIP	Bid Award	268,009	27,929
8-1-121(003)-1	SEATAC South 170th St Phase II (Construction Only) 37th Ave S to Military Rd S	AIP	Contract Completion	586,188	-134,194
8-1-142(008)-1	SNOHOMISH Avenue D 4th Street to 400' north of 10th Street	AIP	Contract Completion	240,284	0
8-1-142(008)-2	SNOHOMISH Avenue D - Stage 2 Bonneville Avenue Realignment	AIP	Contract Completion	180,815	0
8-3-165(078)-2	SPOKANE Regal Street (Construction Only) 39th to South City Limits	AIP	Construction	294,881	0
8-3-165(079)-1	SPOKANE Thor St/Freya St Couplet Hartson Ave to Sprague Ave	AIP	Construction	1,223,550	0
8-3-032(060)-1	SPOKANE COUNTY Park Road 8th Ave to Appleway Blvd	AIP	Bid Award	828,055	-101,145



Transportation Improvement Board *Project Actions*

All TIB Funding Programs
From 07/01/2004 to 08/31/2004

Project ID	Agency Project Description	Program	Current Phase	Approved TIB Funds	Change in TIB Funds
8-3-032(061)-2	SPOKANE COUNTY Market Street/Magnesium Road Lincoln Rd to Magnesium Rd	AIP	Bid Award	510,911	-168,226
Executive Director Change Total					-122,455
AIP Change Total					-122,455

PSMP Projects

Actions by the Executive Director

P-P-144(P02)-1	BRIER Old Poplar Way 228th St SW to Brier Rd	PSMP	Bid Award	126,000	0
6-W-191(P03)-1	COSMOPOLIS Second Street J Street to K Street	PSMP	Audit	79,110	0
P-W-191(P04)-1	COSMOPOLIS Second Street C Street to Maple Street	PSMP	Audit	62,756	2,083
P-E-878(P04)-1	COULEE DAM Columbia Avenue Grant Ave to Roosevelt Way	PSMP	Construction	89,585	0
P-E-870(P05)-1	DAVENPORT Morgan St (SR 2) Third St to Harker St	PSMP	Audit	85,372	-14,628
P-E-870(P06)-1	DAVENPORT Sixth Street Merriam St to Washington St	PSMP	Audit	42,537	-1,554
P-E-161(P01)-1	EAST WENATCHEE 15th Street NE Eastmont Avenue to Baker Avenue	PSMP	Construction	85,600	0
P-E-897(P04)-1	MEDICAL LAKE Barker and Lefevre Streets Lefevre to Washington Street and Ladd to 150 Ft S	PSMP	Bid Award	101,766	19,846
P-E-928(P02)-1	MESA May Avenue Farrell St to Peabody Ave & School Pathway	PSMP	Bid Award	68,200	-9,138



Transportation Improvement Board

Project Actions

All TIB Funding Programs

From 07/01/2004 to 08/31/2004

Project ID	Agency Project Description	Program	Current Phase	Approved TIB Funds	Change in TIB Funds
8-5-194(P08)-1	SHELTON Olympic Hwy S Pedestrian Path Fairmount Avenue to Mill Street	PSMP	Bid Award	100,000	0
P-E-208(P01)-1	SPOKANE VALLEY Bowdish Road/24th Avenue 22nd Ave to Pines Road	PSMP	Bid Award	146,000	0
P-W-965(P02)-1	TOLEDO Maple Street 5th Street to 6th Street	PSMP	Contract Completion	24,606	-21,384
6-E-900(P02)-1	WAVERLY Commercial St/4th/3rd Ave 1st Ave to Mill Street	PSMP	Audit	61,557	-7,818
P-W-951(P04)-1	YACOLT East Yacolt Road North Ankeny Avenue to Town Limits	PSMP	Contract Completion	53,203	-4,006
Executive Director Change Total					-36,599
PSMP Change Total					-36,599

SCP Projects

Actions by the Executive Director

6-E-986(004)-1	COLFAX Cedar Street Golf Course to North City Limits	SCP	Bid Award	450,302	-33,525
6-W-191(004)-1	COSMOPOLIS Second Street Maple Street to SR 101	SCP	Audit	185,284	28,454
6-E-870(N05)-1	DAVENPORT Citywide Arterial Overlay	SCP	Audit	321,000	0
6-E-849(I03)-1	ENTIAT Entiat CBD Sidewalk (SR 97A) 200' S of Risk to Howe Street	SCP	Contract Completion	23,950	-15,043
6-E-935(004)-1	GOLDENDALE East Collins Drive S Columbus Ave to S Roosevelt St	SCP	Design	55,560	0



Transportation Improvement Board

Project Actions

All TIB Funding Programs

From 07/01/2004 to 08/31/2004

Project ID	Agency Project Description	Program	Current Phase	Approved TIB Funds	Change in TIB Funds
6-E-871(I01)-1	HARRINGTON Coal Creek Road South City Limits to SR 23	SCP	Contract Completion	65,067	-408
6-E-931(001)-1	KITTITAS Pierce St/Second Ave Patrick Ave to Main St	SCP	Audit	329,491	0
6-E-843(001)-1	LIND E Street SR 21 (1st Street) to 7th Street	SCP	Bid Award	441,893	-57,607
6-E-843(B02)-1	LIND Lind Coulee - Neilson Street Bridge Abutment to abutment	SCP	Contract Completion	74,375	-45,625
6-E-843(N03)-1	LIND Citywide Arterial Overlay	SCP	Bid Award	289,818	-30,182
6-W-962(003)-1	MOSSYROCK State Street - Phase 1 Williams Street to Court Street	SCP	Bid Award	545,008	45,008
6-E-987(I02)-1	OMAK Fourth Avenue Sidewalk Cedar Street to Main Street	SCP	Contract Completion	9,780	-334
6-W-964(004)-1	PE ELL Pe Ell Avenue Third St to Main St (SR 6)	SCP	Bid Award	487,270	12,204
6-E-855(N02)-1	REPUBLIC Citywide Arterial Overlay	SCP	Bid Award	500,000	0
6-E-898(B01)-1	ROCKFORD Mica Creek Bridge On First Street	SCP	Audit	104,561	7,721
6-W-826(004)-1	SEQUIM Sequim Avenue Washington Street to North City Limits	SCP	Audit	625,000	108,079



Transportation Improvement Board *Project Actions*

All TIB Funding Programs
From 07/01/2004 to 08/31/2004

Project ID	Agency Project Description	Program	Current Phase	Approved TIB Funds	Change in TIB Funds
6-W-832(003)-1	SKAGIT COUNTY Main St Road Improvement (Construction Only) North Dillard Ave to C St	SCP	Bid Award	500,000	0
6-W-832(B02)-1	SKAGIT COUNTY Main Street Baker River Bridge Rehab	SCP	Bid Award	398,750	69,350
6-W-832(I01)-1	SKAGIT COUNTY Main St Road Improvement (DN Only) D Street to Dillard Avenue	SCP	Bid Award	32,463	0
6-E-938(004)-1	WAITSBURG Coppei Ave/Preston Ave (SR 12) S of 9th Street to Preston Ave	SCP	Audit	451,584	0
6-W-978(005)-1	YELM Stevens Avenue First Street to 400' east of Fourth Street	SCP	Bid Award	538,833	38,833
Executive Director Change Total					126,924
SCP Change Total					126,924

TPP Projects

Actions by the Executive Director

9-W-008(002)-1	COWLITZ COUNTY Fibre Way Grade Separation Columbia Boulevard to 500' E/O East Mill Road	TPP	Audit	2,000,000	0
9-E-175(002)-1	ELLENSBURG Water Street, Stage 1 Manitoba Avenue to 5th Avenue	TPP	Audit	482,432	-41,556
9-E-175(002)-2	ELLENSBURG Water Street, Stage 2 5th Avenue to Helena Street	TPP	Audit	1,045,510	36,348
9-P-138(001)-7	EVERETT 112th Street West Approach	TPP	Bid Award	619,332	0
9-E-173(011)-1	KENNEWICK Creekstone Drive and Kellogg Street Kellogg to Union	TPP	Bid Award	1,068,485	-402,175



Transportation Improvement Board

Project Actions

All TIB Funding Programs

From 07/01/2004 to 08/31/2004

Project ID	Agency Project Description	Program	Current Phase	Approved TIB Funds	Change in TIB Funds
9-P-140(003)-3	LYNNWOOD SR 99, Stage 3 208th Street SW to 168th Street SW	TPP	Contract Completion	6,043,314	0
9-P-027(005)-2	PIERCE COUNTY Canyon Road East 112th St East to 116th St East	TPP	Audit	1,270,572	0
9-P-027(008)-5	PIERCE COUNTY Lake Tapps Parkway East - Stage 5 8th Street East to BNSF Undercrossing	TPP	Audit	283,658	25,768
9-P-027(014)-1	PIERCE COUNTY Lake Tapps Pkwy Sumner Tapps Extension to 182nd Ave E	TPP	Bid Award	1,129,300	147,300
9-E-167(004)-1	PULLMAN North Fairway Drive Coliseum Parking Lot to Terre View	TPP	Bid Award	1,370,110	-101,890
9-P-107(007)-1	REDMOND 148th Avenue NE @ NE 40th Street 148th Avenue NE to NE 40th Street	TPP	Contract Completion	444,038	13,923
9-P-102(007)-1	RENTON Renton Transit Signal Priority Stage 1 ATM System	TPP	Contract Completion	142,395	-2,548
9-P-102(007)-2	RENTON Transit Signal Priority Stage 2 Video Traffic Surveillance	TPP	Contract Completion	59,719	-2,041
9-P-102(007)-3	RENTON Transit Signal Priority Stage 3 Traffic Management Center	TPP	Audit	80,556	0
9-W-184(013)-1	VANCOUVER Burton Road (2) NE 86th Avenue to NE 114th Avenue	TPP	Bid Award	3,649,273	0
9-E-039(007)-2	YAKIMA Washington Avenue (Construction Only) S 40th to S 52nd	TPP	Bid Award	1,273,559	-43,744

Executive Director Change Total **-370,615**



Transportation Improvement Board

Project Actions

All TIB Funding Programs

From 07/01/2004 to 08/31/2004

Project ID	Agency Project Description	Program	Current Phase	Approved TIB Funds	Change in TIB Funds
Actions by the Board					
9-P-817(003)-1	ARLINGTON 172nd Street (SR 531) 28th Dr NE to Smokey Pt Dr	TPP	Bid Award	3,693,000	700,000

Board Change Total	700,000
---------------------------	----------------

TPP Change Total	329,385
-------------------------	----------------

Total Change	297,256
---------------------	----------------



FINAL FINDINGS

Trent Avenue (SR-290) Route Jurisdiction Transfer Request

September 17, 2004

I. PURPOSE

To determine if the designation of SR 290 (Trent Avenue) from SR-2/395 at Division Street to SR 290 Spur at Hamilton Street as a state route is appropriate in accordance with the state highway designation criteria in RCW 47.17.001. A one-block segment of West Main Avenue, between Browne Street and Division Street, which serves as the connection from the southbound SR 2/395 couplet to eastbound SR 290, is also included in the transfer request.

II. RECOMMENDATION

After reviewing the criteria in RCW 47.17.001, the supporting data and the input from the City of Spokane and the Washington State Department of Transportation, the TIB recommends that the jurisdiction of the section of SR-290 known as Trent Avenue from SR 2/395 at Division Street to SR 290 Spur at Hamilton Street be transferred from the Washington State Department of Transportation to the City of Spokane. West Main Avenue, between Browne Street and Division Street, is also included in the recommendation.

III. BACKGROUND

The 1991 Legislature designated the Transportation Improvement Board (TIB) to review requests from cities, counties or the state for route jurisdiction transfers and to provide a recommendation to the House and Senate Transportation Committees by November 15 of each year for any recommended transfers.

The Board adopted WAC Rules for the administration of the Route Jurisdiction Transfer (RJT) process. The rules provide solicitation of public testimony relative to a specific jurisdiction transfer request if the TIB finds it necessary. WAC Rules 479-210-200 (criteria for urban highway routes), and 479-210-250 (interpretation and application of criteria to specific routes) describe minimum criteria that must be met to be eligible for state route designation.

Based on the criteria established under RCW 47.17.001, the City of Spokane requested that the jurisdiction of SR 290 (Trent Avenue) be transferred from the Washington State Department of Transportation to the City of Spokane. The Board received the request for this transfer on February 1, 2004.

The Chairman of the TIB appointed an ad-hoc committee composed of the Board acting as a committee of the whole on May 21, 2004, to review the transfer request. As there were no comments received from the public when the initial notice of the route jurisdiction transfer request was circulated, the ad-hoc committee determined that a public meeting on the issue was not needed.

IV. DISCUSSION

WAC 479-210-200 Criteria for urban highway routes. In considering whether to make additions, deletions, or other changes to the state highway system, the legislature is guided by criteria in RCW 47.17.001. The local agencies, department of transportation and the board will use these same criteria to assess the merits of any proposed changes to the state highway system. An urban highway route that meets any of the following criteria should be designated as part of the state highway system:

The following items formed the basis of the TIB final findings:

➤ **WAC 479-210-200(4)**

Is a principal arterial that is a connecting link between two state highways and serves regionally oriented through traffic in urbanized areas with a population of fifty thousand or greater, or is a spur that serves regionally oriented traffic in urbanized areas.

Trent Avenue (SR 290) is a principal arterial providing a connection between the easterly segment of SR 290 and SR2/395 at Division Street. However, a connection also exists at Hamilton Street, where the SR 290 Spur connects with I-90 Exit 282 via the Keefe Bridge.

➤ **Further interpretation is provided by WAC 479-210-250(1)**

For any route wholly within one or more contiguous jurisdictions which would be proposed for transfer to the state highway system under these criteria, if local officials prefer, responsibility will remain at the local level.

The portion of SR 290 requested for transfer lies entirely within the City of Spokane, and the City prefers that responsibility be held at the local level.

➤ **Further interpretation is provided by WAC 479-210-250(2)**

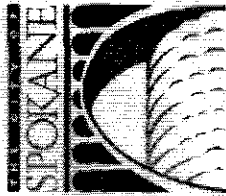
State highway routes maintain continuity by being composed of routes that join other state routes at both ends or to arterial routes in the states of Oregon and Idaho and the Province of British Columbia.

The current SR 290 (Trent Avenue) provides travel continuity and connectivity by being an arterial connecting SR-2 and SR 395 on the west end with Idaho State Route 53 on the east end. With the requested transfer of the portion of the route west of Hamilton Street to the City of Spokane, the route continuity is maintained by the SR 290 Spur, which connects Trent Avenue at Hamilton Street with I-90 Exit 282 via the Keefe Bridge.

V. AGENCY COMMENTS

The City of Spokane proposed the transfer of jurisdiction from WSDOT to the City of Spokane because, in its assessment, jurisdiction by the local agency is authorized under WAC 479-210-250 (1). WSDOT concurs in the transfer request, as over the last 30 years the area served by the route segment has changed from a manufacturing and warehouse industrial area to a college campus setting. WSDOT will complete construction of the Spokane River Bridge and construct a maintenance overlay on the segment prior to the transfer. No comments on the proposed route transfer were offered by any other agencies.

ACTION ITEM: Motion to adopt the Final Findings as presented, and transmit them to the Legislative Transportation Committee by November 15, 2004.

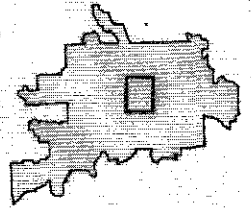


SR 290 RJT
Trent Ave. from
Division St. to Hamilton
St.
And
Main Ave. from
Browne St. to Division St.



Scale: 1 in. = 600 ft.

Vicinity Map



The Transportation Improvement Board recommends the following amendment to RCW 47.17.520 to implement the Board's Final Findings of the SR 290 Route Jurisdiction review requested by the City of Spokane:

RCW 47.17.520
State route No. 290.

AN ACT Relating to the alignment of state route number 290; and amending RCW 47.17.520.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

Sec. 1. RCW 47.17.520 and 1977 ex.s. c 6 s 1 and 1970 ex.s. c51 s 105 are each amended to read as follows:

A state highway to be known as state route number 290 is established as follows:

Beginning at a junction with state route number ~~((2))~~ 90 in the vicinity of Spokane, thence northeasterly by way of Millwood, Trentwood, and Newman Lake to the termination of Idaho state highway number 53 at the Washington-Idaho boundary line (~~(; also Beginning at a junction with state route number 90 in Spokane, thence northerly to a junction with state route number 290 in the vicinity of Hamilton Street)~~)).

[1977 ex.s. c 6 § 1; 1970 ex.s. c 51 § 105.]

--- END ---



**Graduated Local Match for
FY 2007 Transportation Partnership Program (TPP)
& FY 2007 Arterial improvement Program (AIP)**
September 17, 2004

BACKGROUND

The Transportation Partnership Program currently requires a minimum local match of twenty percent of total project cost. This requirement extends to all agencies eligible for the program. Eligible agencies include all incorporated cities with a population of 5,000 or greater and all counties that contain a federal urban area.

Agencies receive points for contributing lead agency and other public funds above the minimum required. Applicants can receive a maximum of 25 points in the Local Support category. Local Support accounts for twenty-five percent of the total application rating.

Agencies must provide forty percent of total project cost to receive 25 points in Local Support as shown below:

Local Match Required to Generate Maximum Points

All Agencies Eligible for TPP Funding	Minimum Lead Agency Match	Required Lead Agency Funds	Required Private Funds	Required Overmatch	Total Local Match Percentage
	20%	5%	10%	25%	40%

STATUS

Typically, TPP projects are of larger scope with greater complexity and cost. Agencies with smaller public works budgets have a difficult time competing in the Transportation Partnership Program because Local Support accounts for a large portion of the total rating. Graduating the local match requirement based on the population of the agency would allow smaller agencies to compete for a TPP project without causing undue financial stress. Staff reviewed several scenarios to determine ranges that would assist smaller agencies without significantly affecting the overall program.

The staff's recommended approach aligns the Transportation Partnership Program funding requirement with proposed revisions to the Arterial Improvement Program matching formula. [The current AIP minimum match is based on population. For cities under 10,000, the match is 10%; for those between 10,000 and 15,000 it is 15%; and for those over 15,000 the match is 20%. The match for AIP county projects is derived from an obsolete County Class definition, based on population under 70,000 (10%), between

70,000 and 210,000 (15%), and over 210,000 (20%). There has been some confusion over the years whether the county populations divisions applied to total population or urban population.] It is important to recognize that while the minimum match required is reduced, competition still encourages agencies to provide a greater amount of match. This proposal affects those projects that are highly competitive in other criteria, but fail to have the necessary financial resources necessary to be funded.

Agencies must provide local funding as shown below to receive 25 points in Local Support in TPP Applications:

Local Match Required to Generate Maximum Points

Agencies	Evaluations	Minimum Lead Agency Match	Required Lead Agency Funds	Required Private Funds	Required Overmatch	Total Local Match Percentage
Cities	Under \$1.0 billion	10%	5%	10%	15%	30%
	\$1.0 to \$2.5 billion	15%	5%	10%	20%	35%
	\$2.5 billion & Above	20%	5%	10%	25%	40%
Counties	Under \$3.0 billion	10%	5%	10%	15%	30%
	\$3.0 to \$10.0 billion	15%	5%	10%	20%	35%
	\$10.0 billion & Above	20%	5%	10%	25%	40%

Implementation of the recommendation reduces the local match for 71 agencies, 23 counties and 48 cities. The local match requirement reduces to ten percent for 58 agencies, with an additional 13 agencies' minimum lowered to fifteen percent.

The following table shows counties with their changes in local match:

County	Road Levy Valuation	Proposed Match	Current Match
Adams	684,047,958	10%	10%
Asotin	556,413,812	10%	10%
Benton	2,016,188,793	10%	10%
Chelan	2,650,140,655	10%	10%
Clallam	2,758,059,146	10%	10%
Clark	12,263,469,548	20%	15%
Cowlitz	3,687,551,145	15%	10%
Douglas	1,305,229,994	10%	10%
Franklin	987,579,115	10%	10%
Grant	2,618,745,472	10%	10%
Grays Harbor	1,479,310,689	10%	10%
Island	5,888,181,847	15%	10%
Jefferson	1,994,634,960	10%	10%
King	34,121,588,667	20%	20%

County	Road Levy Valuation	Proposed Match	Current Match
Kitsap	10,270,009,293	20%	15%
Kittitas	1,639,796,093	10%	10%
Lewis	3,271,008,515	15%	10%
Mason	3,491,859,924	15%	10%
Pierce	19,797,694,673	20%	20%
Skagit	4,709,757,229	15%	10%
Snohomish	21,960,340,686	20%	20%
Spokane	10,985,751,612	20%	15%
Stevens	1,702,877,889	10%	10%
Thurston	7,541,357,429	15%	15%
Walla Walla	1,643,978,647	10%	10%
Whatcom	6,223,139,326	15%	15%
Whitman	777,692,630	10%	10%
Yakima	4,371,616,415	15%	15%

The following counties have no unincorporated urban areas, and are not eligible for TIB programs:

Columbia	Klickitat	Pacific	Skamania
Ferry	Lincoln	Pend Oreille	Wahkiakum
Garfield	Okanogan	San Juan	

The following chart shows cities and the proposed changes in match rates:

City	Road Levy Valuation	Proposed Match	Current Match
Aberdeen	708,090,914	10%	20%
Algona	276,874,539	10%	10%
Anacortes	1,467,464,751	15%	20%
Arlington	1,138,068,806	15%	15%
Asotin	40,379,458	10%	10%
Auburn	4,271,232,352	20%	20%
Bainbridge Island	3,622,228,144	20%	20%
Battle Ground	643,603,523	10%	15%
Beaux Arts	68,330,124	10%	10%
Bellevue	20,689,734,478	20%	20%
Bellingham	4,598,293,447	20%	20%
Bonney Lake	939,422,664	10%	15%
Bothell	3,770,516,358	20%	20%
Bremerton	1,585,140,396	15%	20%
Brier	420,203,576	10%	10%
Buckley	241,195,011	10%	10%
Burien	2,544,672,750	20%	20%
Burlington	795,824,988	10%	10%
Camas	2,176,262,552	15%	15%
Centralia	692,806,121	10%	20%
Chehalis	372,808,257	10%	10%
Cheney	267,448,493	10%	10%
Clarkston	246,804,312	10%	10%
Clyde Hill	966,340,277	10%	10%
College Place	260,875,446	10%	10%
Colville	249,654,525	10%	10%
Cosmopolis	113,495,568	10%	10%
Covington	1,069,678,571	15%	15%
Des Moines	1,959,083,008	15%	20%
Duvall	532,384,575	10%	10%
East Wenatchee	472,841,312	10%	10%
Edgewood	716,146,369	10%	10%
Edmonds	3,348,388,884	20%	20%
Ellensburg	650,956,710	10%	20%
Enumclaw	714,066,666	10%	15%
Ephrata	255,697,198	10%	10%
Everett	8,424,812,456	20%	20%
Federal Way	5,912,362,755	20%	20%
Ferndale	522,005,868	10%	10%
Fife	1,024,897,117	15%	10%
Fircrest	392,605,376	10%	10%
Gig Harbor	862,009,867	10%	10%
Grandview	270,800,702	10%	10%
Hoquiam	307,431,204	10%	10%
Hunts Point	571,960,960	10%	10%
Issaquah	2,530,845,508	20%	20%
Kelso	510,828,911	10%	15%
Kenmore	1,881,799,346	15%	20%

City	Road Levy Valuation	Proposed Match	Current Match
Kennewick	2,657,652,950	20%	20%
Kent	8,175,076,544	20%	20%
Kirkland	7,107,874,257	20%	20%
Lacey	2,039,965,671	15%	20%
Lake Forest Park	1,485,907,418	15%	15%
Lake Stevens	429,359,883	10%	10%
Lakewood	3,373,203,034	20%	20%
Liberty Lake	481,164,470	10%	10%
Longview	1,998,401,756	15%	20%
Lynden	602,769,740	10%	10%
Lynnwood	2,713,237,600	20%	20%
Maple Valley	1,271,289,917	15%	20%
Marysville	1,885,030,271	15%	20%
Medina	1,933,825,927	15%	10%
Mercer Island	6,277,164,020	20%	20%
Mill Creek	1,368,523,388	15%	15%
Millwood	244,437,040	10%	10%
Milton	406,667,778	10%	10%
Monroe	926,508,430	10%	20%
Moses Lake	846,090,551	10%	20%
Mount Vernon	1,502,002,342	15%	20%
Mountlake Terrace	1,145,416,251	15%	20%
Mukilteo	2,169,239,709	15%	20%
Newcastle	1,174,460,513	15%	10%
Normandy Park	843,486,535	10%	10%
Oak Harbor	921,651,742	10%	20%
Olympia	3,114,550,849	20%	20%
Othello	324,813,340	10%	10%
Pacific	348,803,969	10%	10%
Pasco	1,304,080,231	15%	20%
Port Angeles	1,050,028,090	15%	20%
Port Orchard	426,339,282	10%	10%
Port Townsend	730,161,880	10%	10%
Poulsbo	590,374,023	10%	10%
Prosser	273,165,249	10%	10%
Pullman	759,219,040	10%	20%
Puyallup	2,568,468,374	20%	20%
Quincy	256,189,951	10%	10%
Redmond	8,571,688,595	20%	20%
Renton	5,956,980,003	20%	20%
Richland	2,745,968,657	20%	20%
Rock Island	18,646,676	10%	10%
Ruston	48,849,047	10%	10%
Sammamish	5,597,929,515	20%	20%
SeaTac	3,150,829,810	20%	20%
Seattle	79,638,500,926	20%	20%
Sedro-Woolley	453,524,658	10%	10%
Selah	389,631,901	10%	10%

City	Road Levy Valuation	Proposed Match	Current Match
Shelton	380,398,154	10%	10%
Shoreline	4,898,765,058	20%	20%
Snohomish	568,311,991	10%	10%
Snoqualmie	702,602,886	10%	10%
Spokane	9,161,858,918	20%	20%
Steilacoom	430,316,957	10%	10%
Sumner	901,107,180	10%	10%
Sunnyside	470,777,433	10%	15%
Tacoma	11,824,449,244	20%	20%
Toppenish	215,060,602	10%	10%
Tukwila	3,478,611,208	20%	20%

City	Road Levy Valuation	Proposed Match	Current Match
Tumwater	1,077,517,308	15%	15%
Union Gap	358,905,963	10%	10%
University Place	1,887,182,352	15%	20%
Vancouver	9,701,112,505	20%	20%
Walla Walla	1,157,433,478	15%	20%
Washougal	650,373,627	10%	10%
Wenatchee	1,437,602,975	15%	20%
West Richland	364,799,756	10%	10%
Woodinville	1,662,907,709	15%	10%
Woodway	230,550,257	10%	10%
Yakima	3,673,433,781	20%	20%
Yarrow Point	504,827,587	10%	10%

*Spokane Valley: The city incorporated in March 2003 and will levy its first property taxes for 2004.

RECOMMENDATION

- o Direct staff to pursue the permanent WAC rule adoption process that would allow a graduated local match based on population starting with the FY 2007 program.

DRAFT WAC 479-14-180 Local/private matching funds on transportation partnership program projects. Transportation partnership program funds for urban program projects authorized by the board shall be matched by an amount not less than twenty percent of the total cost of the project for cities with a valuation greater than \$2.5 billion and counties with road levy evaluations greater than \$10 billion, an amount not less than fifteen percent of the total cost of the project for cities with evaluations between \$2.5 billion and \$1.0 billion and counties with road levy evaluations between \$10.0 billion and \$3.0 billion, and not less than ten percent of the total cost of the project for cities with a valuation of less than \$1.0 billion and counties with road levy evaluation of less than \$3.0 billion. Matching funds are considered all contributions other than those provided by the board.

Similar language will be proposed for the Arterial Improvement Program WAC.